

CENTRAL CORRIDOR ADVISORY GROUP

MEETING #5

November 1, 2013, 1:30 pm – 3:30 pm

Austin City Hall, Council Chambers

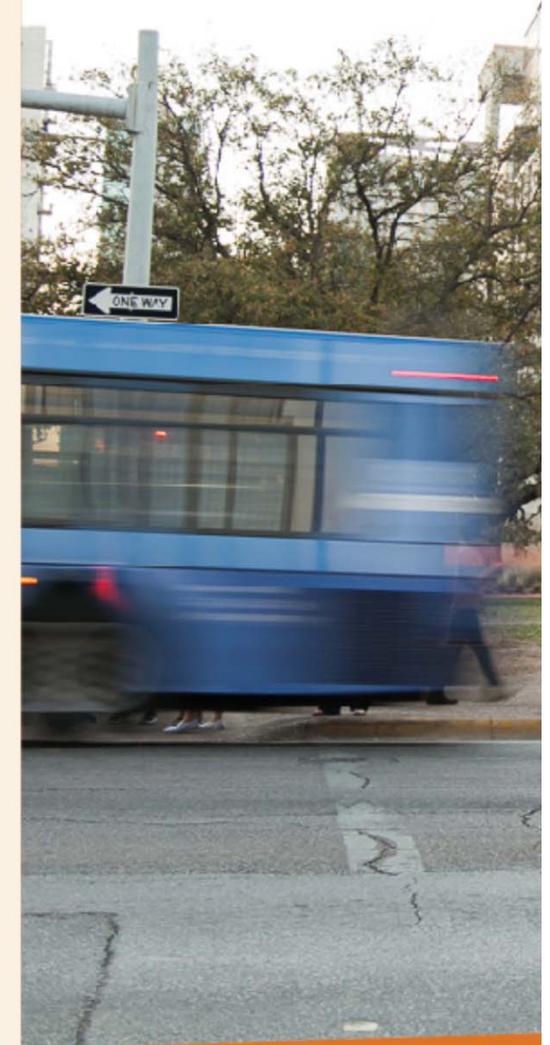


projectconnect
central corridor

1

Agenda

- 1) Welcome & Introductions
- 2) Public Involvement Update
- 3) Comments
- 4) Continue Step 3 – Evaluation Matrix
- 5) Continue Step 3 – Evaluation Data
- 6) Upcoming Activities
- 7) Citizen Communication
- 8) Next Meeting – November 15, 2013



1

CCAG Charge

The CCAG will:

- Ensure open and transparent public process
- Advise Mayor and project team in prioritizing and defining a preferred alignment for the next high-capacity transit investment for the Central Corridor
- Assist project team in a meaningful dialogue with the community



1

Work Plan & Schedule

Decision-Making Process

- Phase 1: Select Priority Sub-Corridor

Current Progress

| | | | | 2013 | | | | | | 2014 | | | | | | | | |
|---|--------------------------------------|--------|-----------------------------------|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|--|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| | | | | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | |
| Phase 1 Select Priority Sub-Corridor | Step 1: Kick-Off/Process | Task 1 | Work Plan/Decision-Making Process | | | | | | | | | | | | | | | |
| | Step 2: Define Sub-Corridors | Task 2 | Framework/History | | | | | | | | | | | | | | | |
| | | Task 3 | G&O/Problem Statement | | | | | | | | | | | | | | | |
| | | Task 4 | Methodology/Criteria | | | | | | | | | | | | | | | |
| | | Task 5 | Identify Sub-Corridors | | | | | | | | | | | | | | | |
| | | Task 6 | Define Sub-Corridors | | | | | | | | | | | | | | | |
| | Step 3: Select Priority Sub-Corridor | Task 7 | Evaluate Sub-Corridors | | | | | | | | | | | | | | | |
| | | Task 8 | Select Priority Sub-Corridor | | | | | | | | | | | | | | | |
| | | | Decision | | | | | | | * | | | | | | | | |

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The Road to the Priority Sub-Corridor

CCAG Meetings

- November 1
 - Present Data (2 of 2)
 - Evaluation Process
 - *Public Comment*
- November 15
 - Evaluation Results
 - Project Team Recommendations
 - *Public Comment*
- December 6
 - *Public Comment*
 - CCAG Selection

Board & Council Briefings

- December 11
 - Capital Metro Board
- December 12
 - Austin City Council
- TBD
 - Lone Star Board

2

Public Involvement Update

2

Step 2 Public Involvement (10/11 - 10/29)

- Public Briefings
 - 10/15 Austin City Council Work Session
 - 10/22 Planning Commission
 - 10/28 Capital Metro Board of Directors

2

Step 2 Public Meetings

- 4 Public Open Houses 9/25 - 10/2
- 1 Online Open House 9/27
- 6 Stakeholder Briefings 10/16 -10/28
- Responses to additional webinar questions posted on-line



2

Upcoming Public Workshops

- November 5, 6 pm – 9 pm
 - Norris Conference Center, 2525 W Anderson Ln
- November 6, 6 pm – 8:30 pm
 - Faith United Methodist Church, 2701 S Lamar Blvd
 - Webinar, 12 pm – 1 pm
- November 7, 12 pm – 1:30 pm
 - St. David's Episcopal Church, 301 E 8th St

2

Step 3 Upcoming Public Engagement

- Online Engagement Tool – in development
- Televised Community Conversation – in development
- Stakeholder Group Briefings
 - 10/31 Austin Urban Rail Action Data Workshop
 - 11/01 Austin Environmental Democrats
 - 11/04 West Austin Neighborhood Group
 - 11/05 Old West Austin Neighborhood Association
 - 11/07 Austin Chamber Transportation Committee
 - 11/19 UT Student Government Assembly
 - More pending

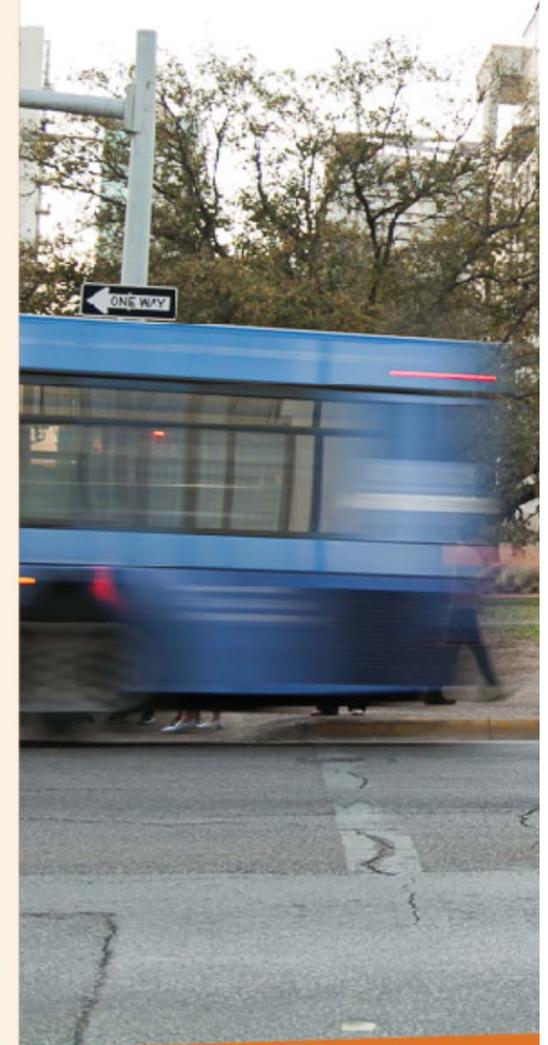
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Comments

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Comments

- Comments received via:
 - Social media
 - Email
 - Public meetings
- Listening log established
- Project team reviews comments as received
- Comment responses as needed



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Sub-Corridor Summaries

- Snapshots of pertinent information about each sub-corridor

Central Corridor High-Capacity Transit Study

WEST AUSTIN



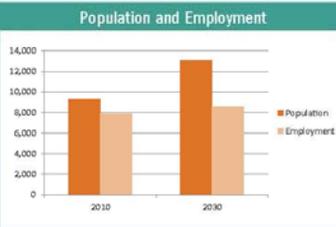
FAST FACTS

- Total area: 2.22 square miles
- Ann and Roy Butler Hike and Bike Trail
- Bracklenridge Tract (currently UT student housing and Lions Municipal Golf Course) offers opportunity for redevelopment
- Major employers: LCRA, BBVA Compass, Home Away
- Amtrak station, Mopac managed lanes
- High congestion due to lack of non-arterial roads in the sub-corridor

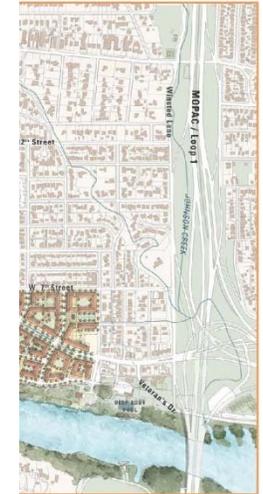
| System Accessibility | |
|---------------------------------------|------|
| Zero-Car Households (2010) | 5.2% |
| Population Below Poverty Level (2010) | 2.9% |
| Population over 65 (2010) | 5.9% |



TRANSIT RIDERSHIP
 Daily Boardings 1,355
 Number of Routes 12
 Number of Stops 57
 Daily MetroRail Boardings and Alightings NA



Central Corridor High-Capacity Transit Study



| Imagine Austin Centers | |
|--------------------------|------|
| Imagine Austin Centers | 0 |
| Imagine Austin Centers | 0 |
| Imagine Austin Corridors | 2 |
| Imagine Austin Corridors | 3.37 |

3

West Campus

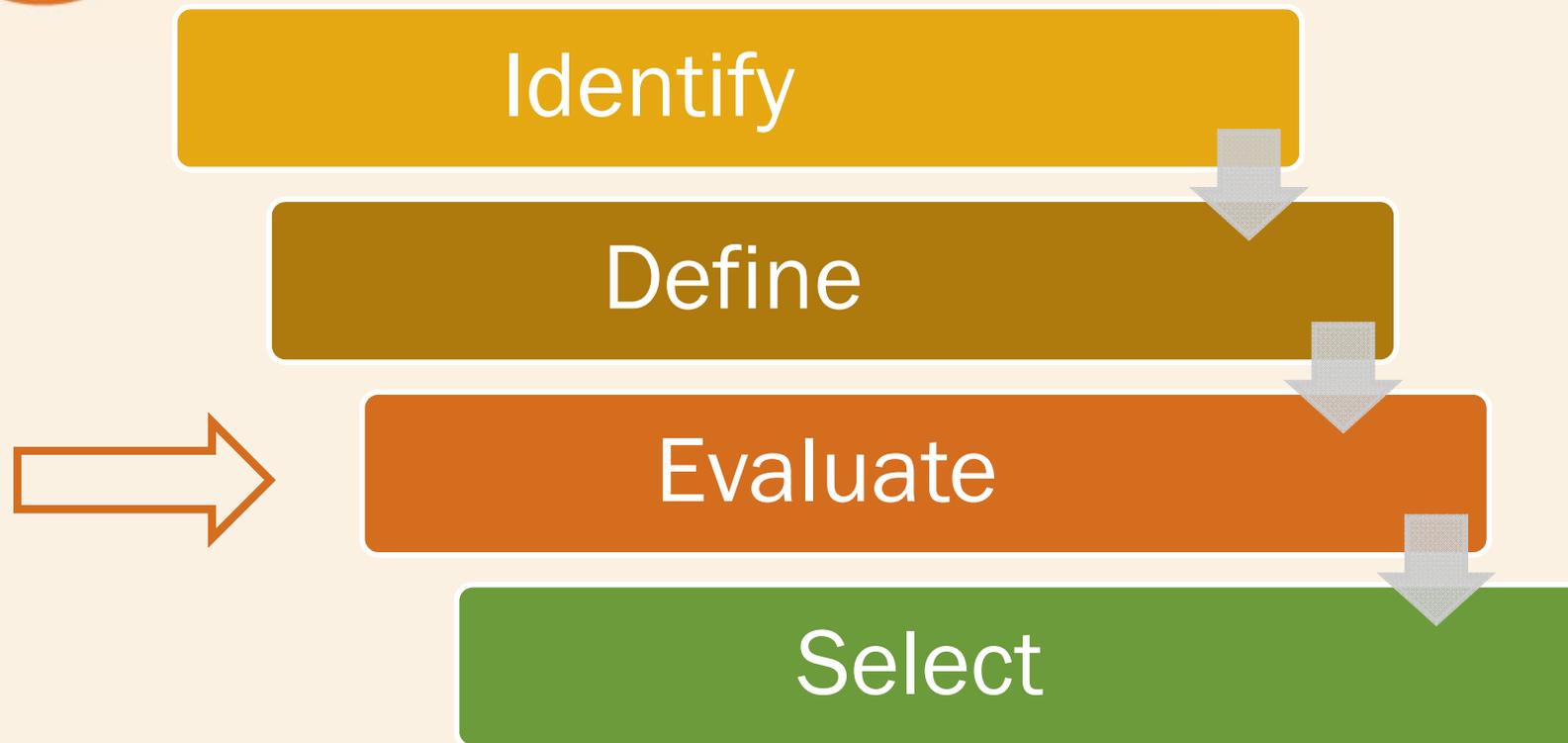
- Why include West Campus in core?
 - Dominant travel pattern from West Campus is to UT
 - Land use and zoning tied to UT
 - Imagine Austin Center that includes UT also includes nearly all of the West University Neighborhood Planning Area

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Continue Step 3 - Evaluation Matrix

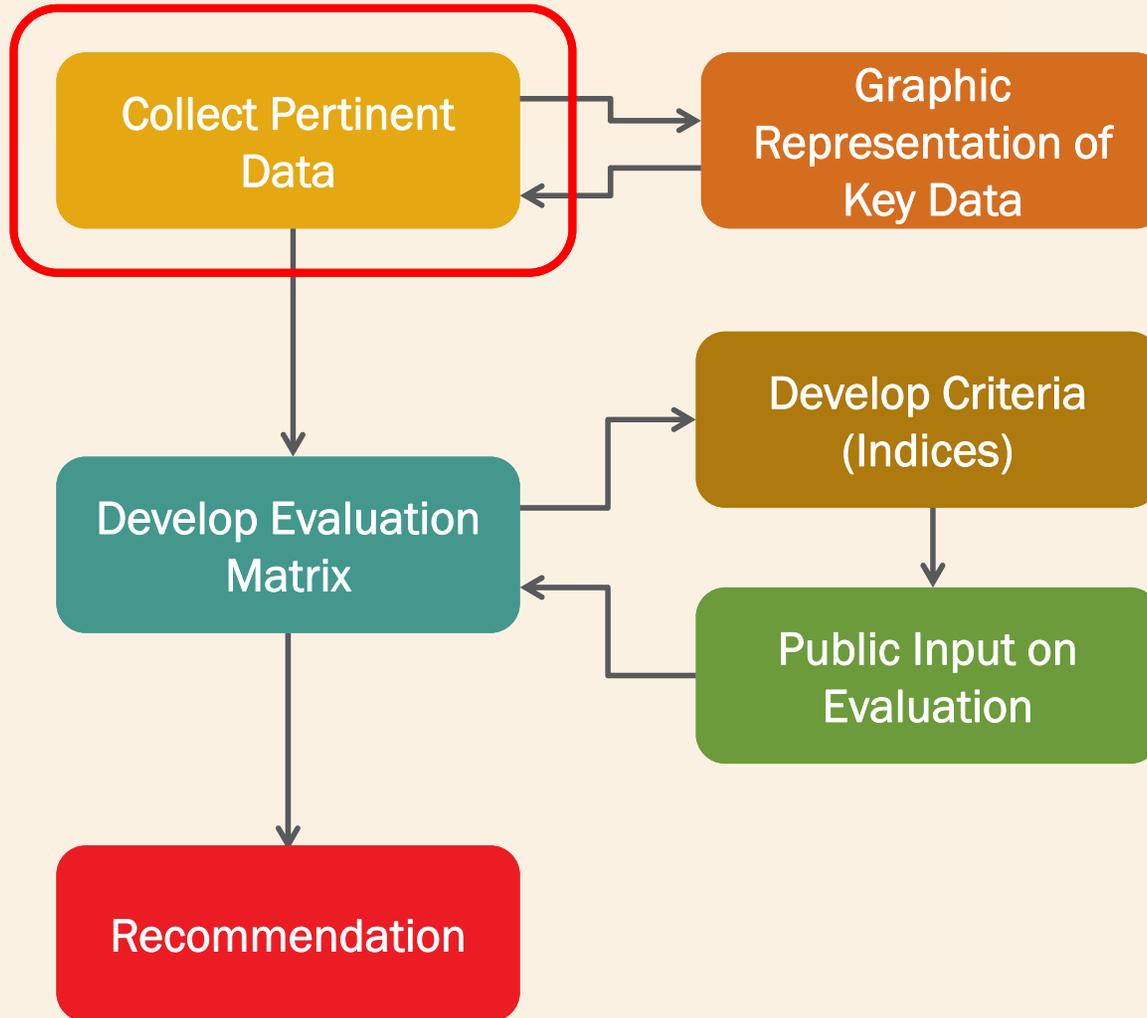
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Evaluation Process



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Evaluation Process



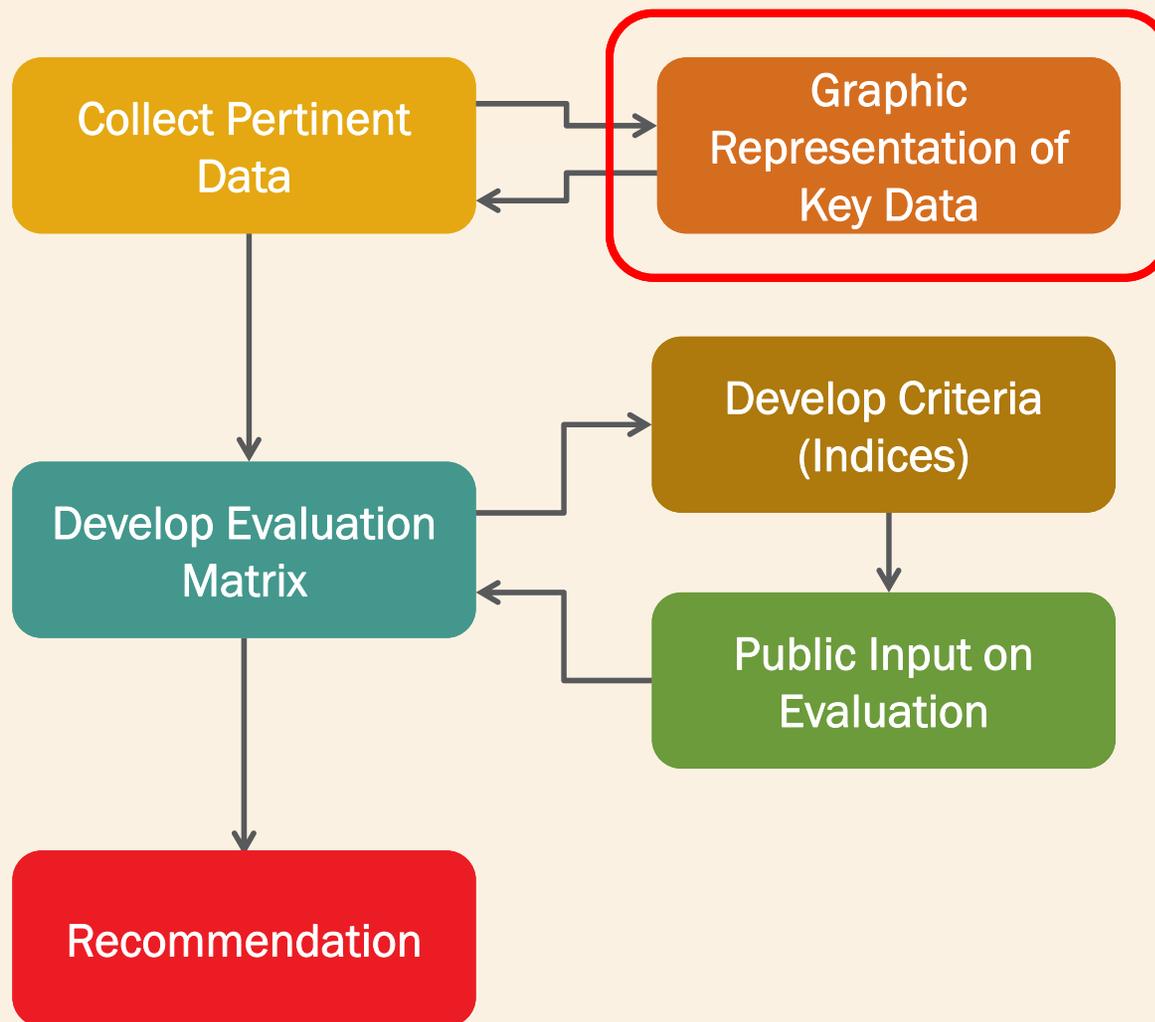
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Data Collection

- On-going
- Variety of readily available sources
 - Data “focused” on addressing Central Corridor problem statements
- CAMPO Model
 - Licensed non-conforming use
 - Updated demographics

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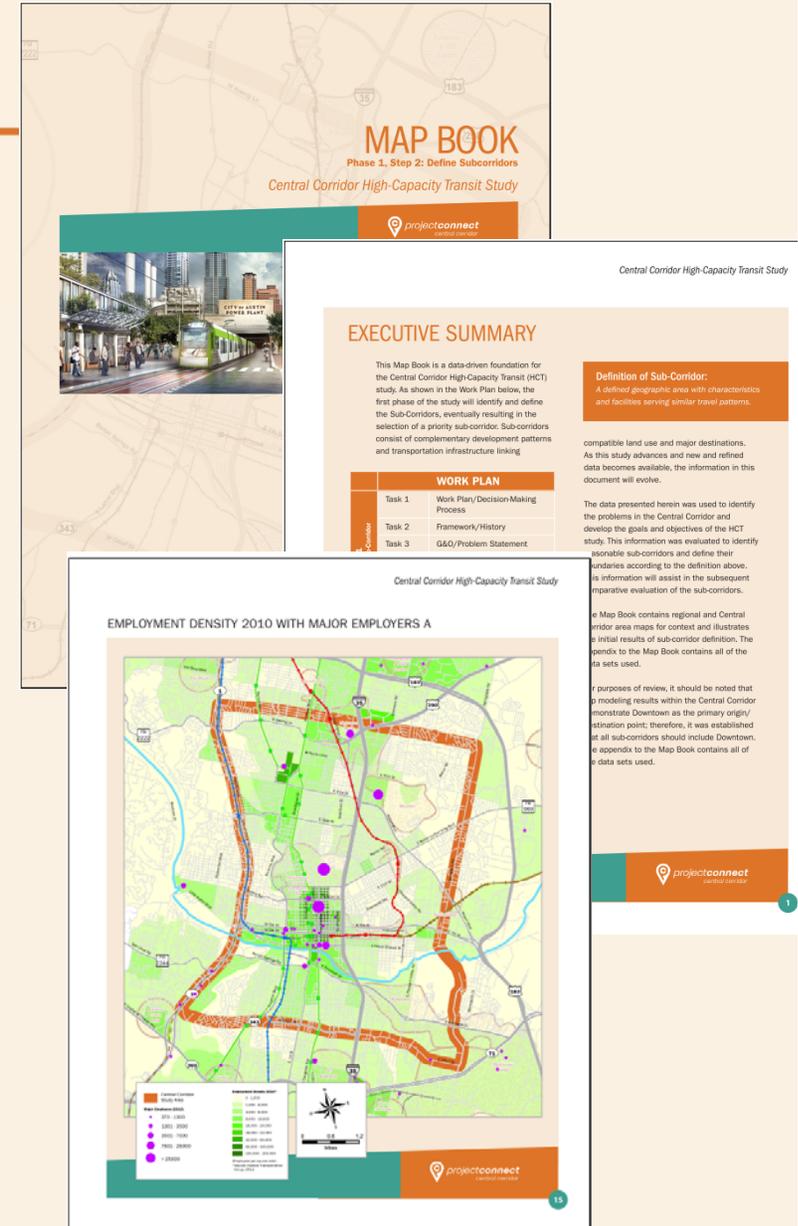
Evaluation Process



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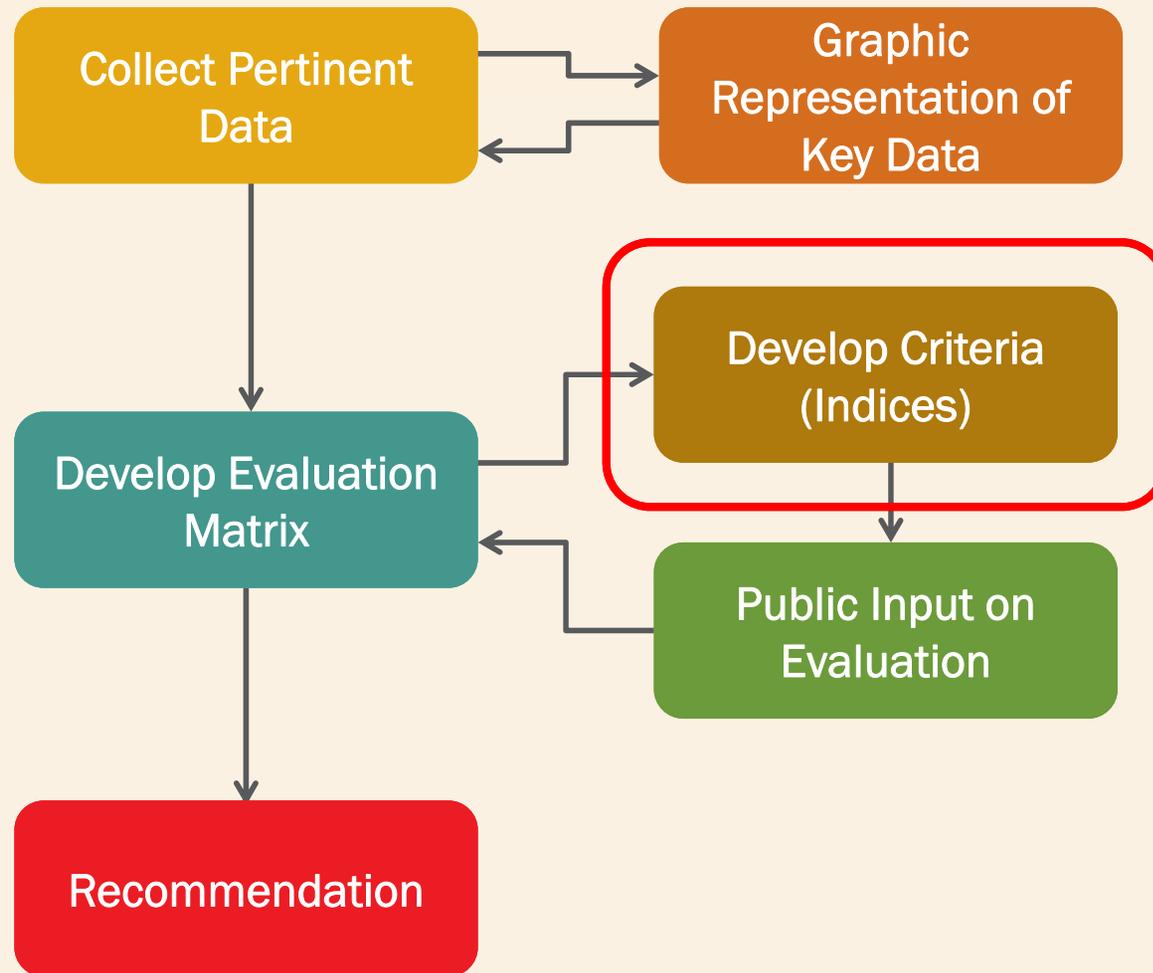
Map Book

- ‘Working’ reference
- Used to define sub-corridors
- Foundation for evaluation
- Data table will be provided
 - Data Dictionary
 - Quality Control on-going



4

Evaluation Process



4

Develop Evaluation Criteria

- Criteria have evolved
- Started with broad categories
 - Socioeconomic
 - Transportation
 - Centers
 - Social Equity
 - Other
- Sought input from public at open houses

4

Develop Evaluation Criteria

- Developed more detailed criteria
 - Reviewed at CCAG#4
 - CCAG selected “important” criteria
 - Future Congestion
 - Future Population Density
 - Future Employment Density
 - Ridership Potential
 - Imagine Austin Centers

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Evaluation Criteria Refinement

- Transitioned to index-based approach
 - What is an index?
 - Combine specific data measures to create a common score
 - Benefits of indices
 - Aid in evaluation
 - Allow weighting factors to be applied

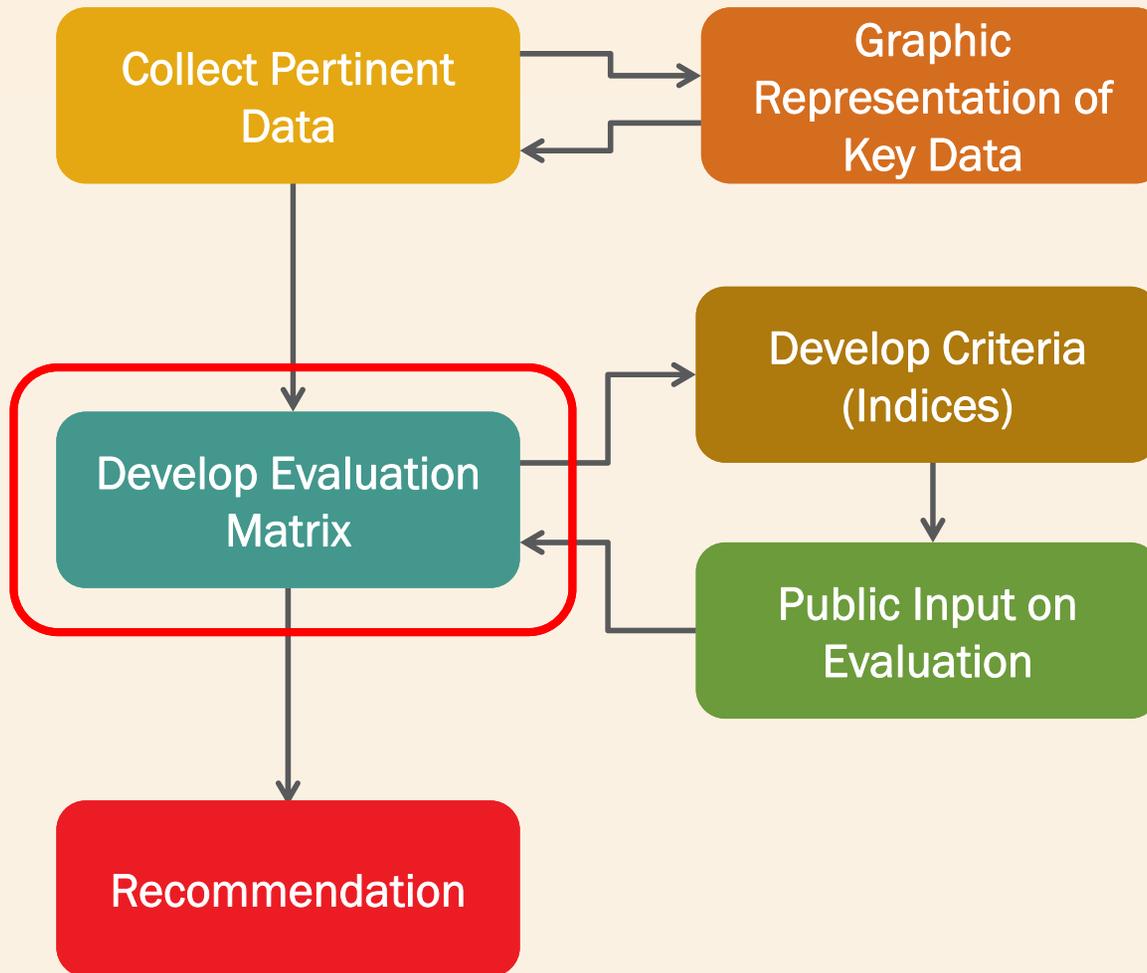
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Evaluation Criteria Guide - SAMPLE

| PROBLEMS | CRITERIA | MEASURES |
|--------------------------------|----------------------------|---|
| System | Ridership Potential | Transit Orientation Index |
| | Connectivity Index | Complementary HCT Connections (number of stops) |
| | | Competitive HCT Overlap (number of stops) |
| | | Bus Route-Miles per lane mile |
| | Transit Demand Index | Pedestrian and Bike Connectivity |
| | | Transit Orientation Index 2010 |
| | | Existing Ridership - (avg. daily boardings per square mile) |
| | | Percent Poverty |
| | | Percent Zero-car Households |
| | Affordability Index | Percent Population Over 65 |
| Household Transportation Costs | | |
| Percent Poverty | | |
| Percent Zero-car Households | | |
| Core | Economic Development Index | Percent Population Over 65 |
| | | Increase in Jobs (per square mile) |
| | | Increase in Wages (per employee) |
| Centers Index | Centers Index | Net Revenue (per square mile) |
| | | Percent Area <i>Imagine Austin</i> Regional Centers |
| | | Percent Area <i>Imagine Austin</i> Town Centers |
| | | Percent Length of <i>Imagine Austin</i> Corridors |

4

Evaluation Process



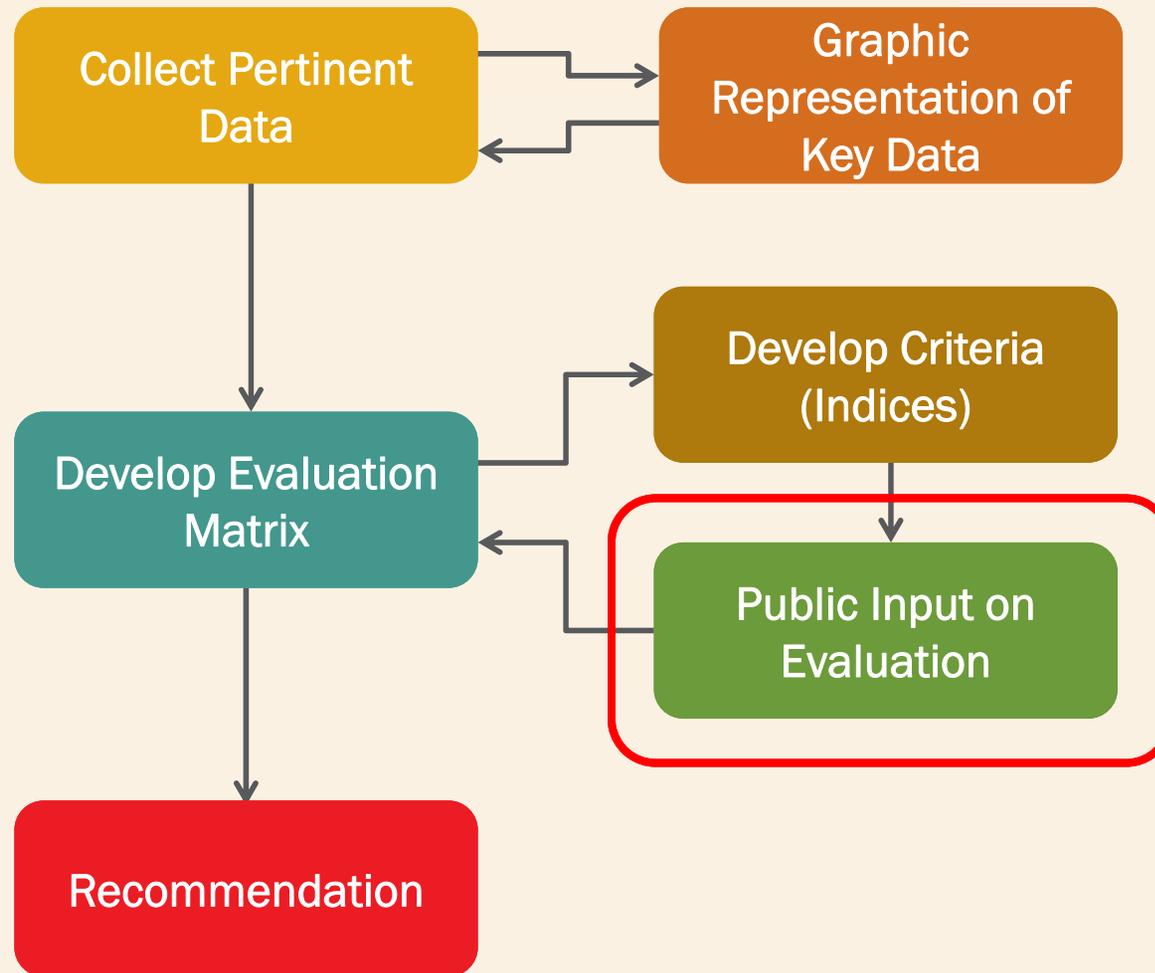
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Draft Evaluation Matrix

| Project Priority Evaluation Criteria | Min | Max | West Austin | MOPAC | Lamar | Highland | Mueller | MLK | East Austin |
|---|--------|--------|-------------|--------|--------|----------|---------|--------|-------------|
| Total Area (sq miles) | 2.22 | 6.24 | 2.22 | 2.69 | 4.56 | 2.68 | 6.24 | 3.79 | 4.56 |
| | | | 0.00 | 0.12 | 0.58 | 0.11 | 1.00 | 0.39 | 0.43 |
| "Parcel" Area (Not including transportation infrastructure, open space, waterways) | 1.6704 | 4.9174 | 1.67 | 2.24 | 3.67 | 1.96 | 4.92 | 2.93 | 3.67 |
| | | | 0.00 | 0.12 | 0.62 | 0.09 | 1.00 | 0.39 | 0.43 |
| Total Network Lane Miles (2010) | 25.91 | 147.44 | 52.6 | 56.2 | 95.55 | 99.2 | 147.44 | 85.75 | 84.7 |
| | | | 0.22 | 0.25 | 0.57 | 0.60 | 1.00 | 0.49 | 0.43 |
| Total Network Lane Miles (2030) | 25.91 | 148.52 | 52.6 | 59.19 | 95.55 | 99.21 | 148.52 | 85.75 | 84.7 |
| | | | 0.22 | 0.28 | 0.57 | 0.60 | 1.00 | 0.49 | 0.43 |
| Congested Lane Miles (2010) | 4.91 | 24.17 | 14.1 | 12.16 | 7.38 | 19.93 | 24.47 | 12.66 | 7.38 |
| | | | 0.28 | 0.37 | 0.13 | 0.77 | 1.00 | 0.40 | 0.13 |
| Congested Lane Miles (2030) | 7.38 | 24.34 | 19.62 | 18.7 | 18.13 | 37.43 | 51.34 | 25.54 | 17.4 |
| | | | 0.28 | 0.26 | 0.25 | 0.69 | 1.00 | 0.42 | 0.22 |
| % Lane Miles of Congestion (2010) | 8% | 27% | 27% | 22% | 8% | 20% | 17% | 15% | 9% |
| | | | 1.00 | 0.71 | 0.00 | 0.63 | 0.46 | 0.36 | 0.00 |
| % Lane Miles of Congestion (2030) | 19% | 44% | 35% | 31% | 19% | 38% | 35% | 30% | 21% |
| | | | 0.66 | 0.49 | 0.00 | 0.76 | 0.63 | 0.44 | 0.00 |
| Increase in % of Lane Miles of Congestion | 8% | 23% | 8% | 9% | 11% | 18% | 18% | 15% | 12% |
| | | | 0.00 | 0.10 | 0.22 | 0.63 | 0.66 | 0.46 | 0.22 |
| Total VMT (2010) | 40201 | 258677 | 104066 | 117151 | 112037 | 203387 | 258677 | 133500 | 97600 |
| | | | 0.29 | 0.35 | 0.33 | 0.75 | 1.00 | 0.43 | 0.33 |
| Total VMT (2030) | 53055 | 304700 | 134400 | 155000 | 150400 | 271000 | 304700 | 154000 | 140000 |
| | | | 0.29 | 0.35 | 0.33 | 0.75 | 1.00 | 0.43 | 0.33 |

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Evaluation Process



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Public Input on Final Criteria

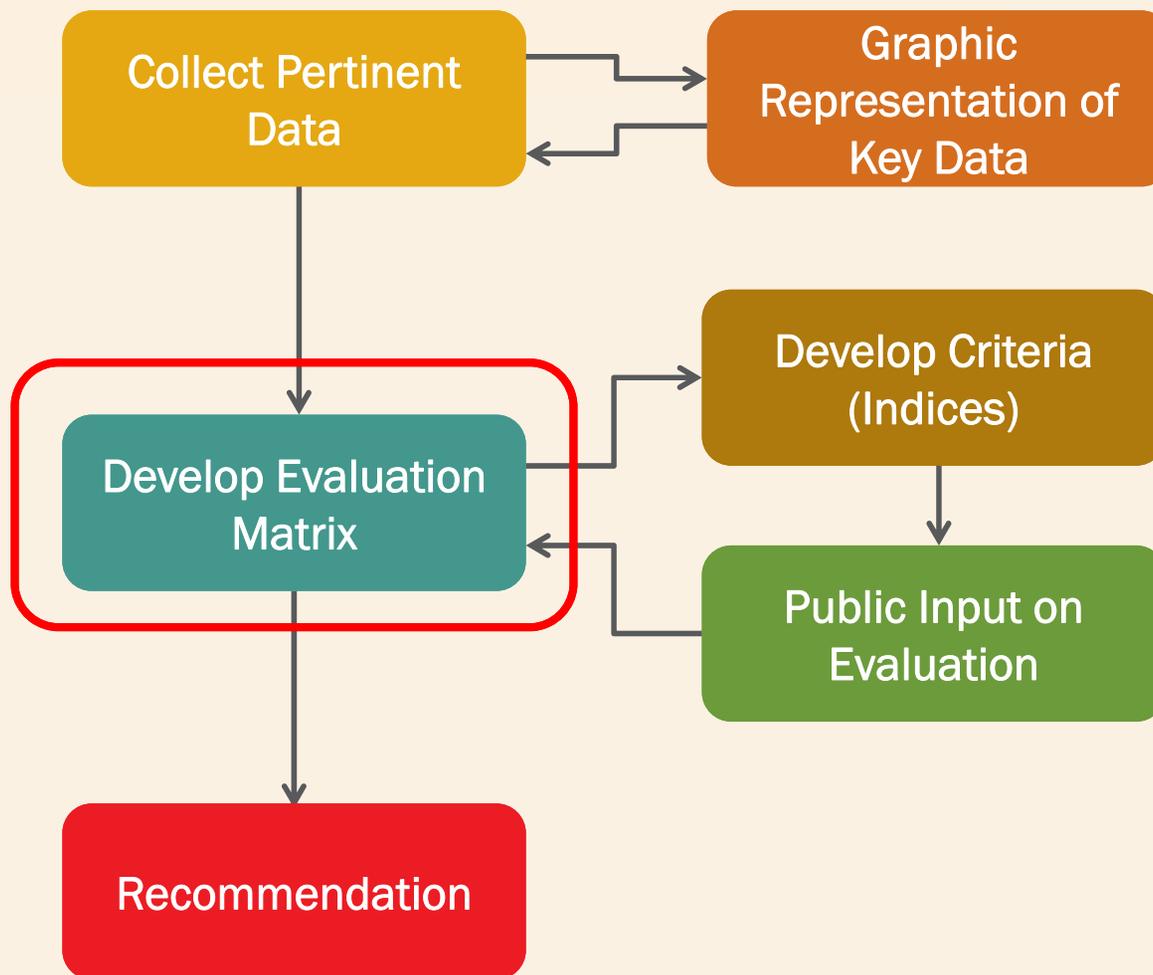
Problem: Excessive roadway congestion surrounding the core and lack of transportation alternatives make travel time to the Central Corridor unreliable.

- Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay
- Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

| | Unimportant | | Moderately Important | | Very Important |
|-------------------------|-------------|---|----------------------|---|----------------|
| Congestion Index | ① | ② | ③ | ④ | ⑤ |
| Demand Index | ① | ② | ③ | ④ | ⑤ |

4

Evaluation Process



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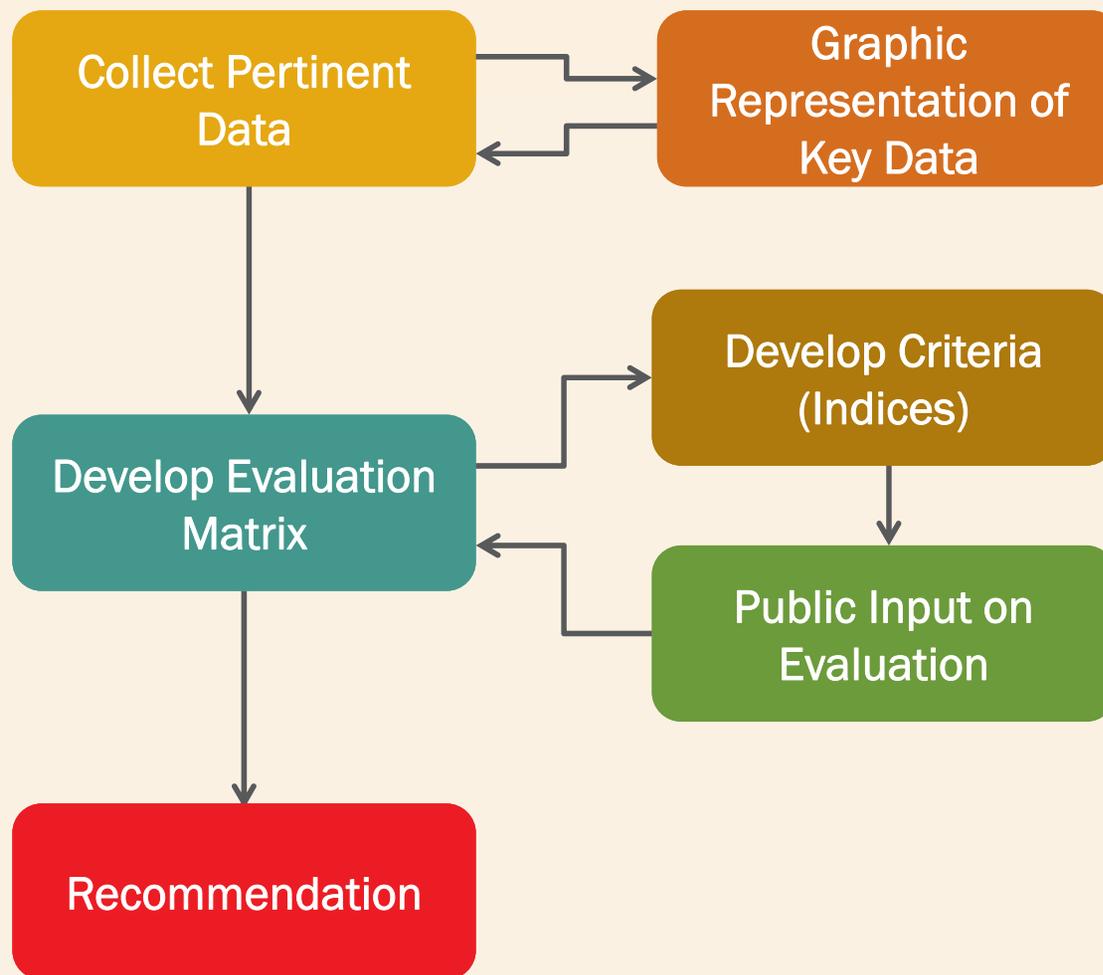
Evaluation Matrix

| | | Sub-Corridor Results | | | | | | | | | | |
|--|---------------------|---------------------------------|------|------|------|------|--------------|------|------|------|------|------|
| | | "A" | "B" | "C" | "D" | "E" | "F" | "G" | "H" | "I" | "J" | |
| Rank Score | | 6 | 8 | 5 | 1 | 4 | 9 | 3 | 2 | 7 | 10 | |
| Importance Rating (Choose 1 per Index) | | 0.44 | 0.35 | 0.46 | 0.64 | 0.48 | 0.34 | 0.49 | 0.61 | 0.37 | 0.24 | |
| Problem Statement | Evaluation Criteria | Highly Disagree | | | | | Highly Agree | | | | | |
| | | Congestion Reliability | 0.19 | 0.12 | 0.10 | 0.23 | 0.15 | 0.08 | 0.11 | 0.20 | 0.14 | 0.10 |
| | | <i>Congestion Index</i> | 0.36 | 0.29 | 0.07 | 0.36 | 0.33 | 0.24 | 0.16 | 0.37 | 0.10 | 0.14 |
| | | Travel Demand Index | 0.23 | 0.08 | 0.25 | 0.14 | 0.00 | 0.19 | 0.28 | 0.34 | 0.18 | |
| | | <i>Travel Demand Index</i> | | | | | | | | | | |
| | | Constraints & Growth | 0.07 | 0.03 | 0.10 | 0.11 | 0.09 | 0.07 | 0.09 | 0.09 | 0.05 | 0.02 |
| | | <i>Constraints & Growth</i> | | | | | | | | | | |
| | | Growth Index | 0.08 | 0.08 | 0.08 | 0.38 | 0.25 | 0.10 | 0.27 | 0.38 | 0.24 | 0.12 |
| | | <i>Growth Index</i> | | | | | | | | | | |
| | | Constraint Index | 0.50 | 0.18 | 0.56 | 0.50 | 0.50 | 0.42 | 0.42 | 0.32 | 0.16 | - |
| | | <i>Constraint Index</i> | | | | | | | | | | |
| | | Regional Core Vitality | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.03 | 0.04 | 0.02 | 0.02 | 0.01 |
| | | <i>Regional Core Vitality</i> | | | | | | | | | | |
| | | Affordability Index | 0.04 | 0.10 | 0.06 | 0.10 | 0.16 | 0.28 | 0.33 | 0.14 | 0.14 | 0.05 |
| <i>Affordability Index</i> | | | | | | | | | | | | |
| Economic Development Index | - | - | - | - | - | - | - | - | - | - | | |
| <i>Economic Development Index</i> | | | | | | | | | | | | |
| Strong Centers | 0.03 | 0.04 | 0.07 | 0.06 | 0.08 | 0.08 | 0.10 | 0.07 | 0.06 | 0.03 | | |
| <i>Strong Centers</i> | | | | | | | | | | | | |
| Centers Index | 0.12 | 0.09 | 0.21 | 0.29 | 0.31 | 0.29 | 0.34 | 0.45 | 0.30 | 0.24 | | |
| <i>Centers Index</i> | | | | | | | | | | | | |

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Evaluation Process



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Clicker Exercise

- Rate each of the following criteria (indices) for each Central Corridor problem in terms of their importance.

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Congestion

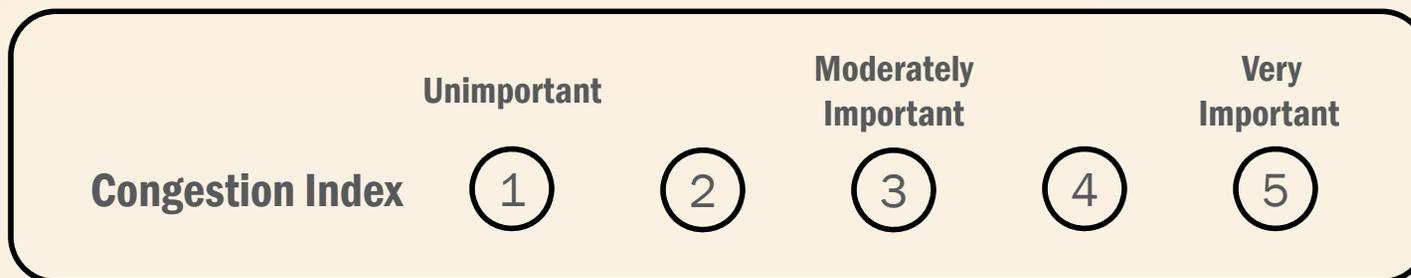
Problem: Excessive roadway congestion surrounding the core and lack of transportation alternatives make travel time to the Central Corridor unreliable.

- Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay
- Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

| | Unimportant | | Moderately Important | | Very Important |
|-------------------------|-------------|---|----------------------|---|----------------|
| Congestion Index | ① | ② | ③ | ④ | ⑤ |
| Demand Index | ① | ② | ③ | ④ | ⑤ |

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Congestion Index

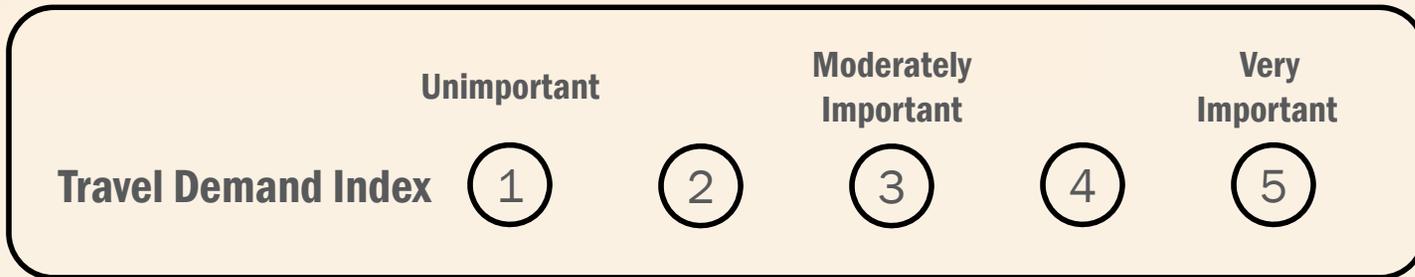


Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay

- **INSERT CLICKER INTERFACE**

4

Travel Demand Index



Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

- **INSERT CLICKER INTERFACE**

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Constraints and Growth

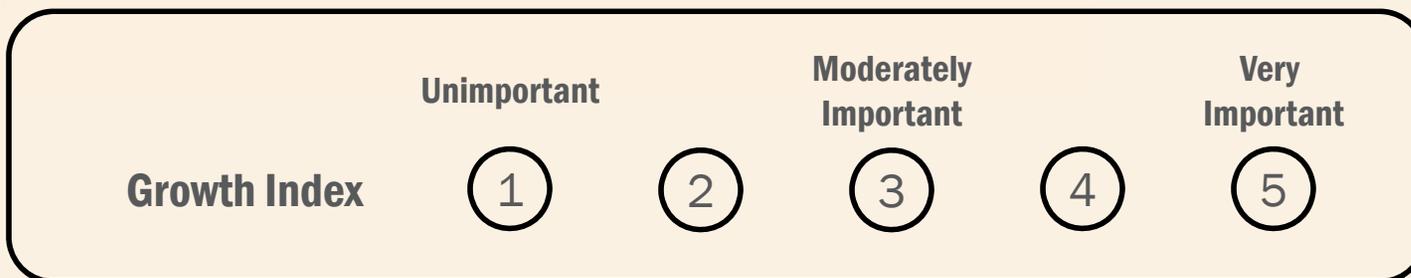
Problem: Central Corridor mobility is constrained by existing physical infrastructure and anticipated employment and population growth.

- Growth Index – a measure of 2030 population and employment densities and growth in densities
- Constraints Index – a qualitative measure of physical and environmental constraints that can indicate a magnitude of cost

| | Unimportant | | Moderately Important | | Very Important |
|--------------------------|-------------|---|----------------------|---|----------------|
| Growth Index | ① | ② | ③ | ④ | ⑤ |
| Constraints Index | ① | ② | ③ | ④ | ⑤ |

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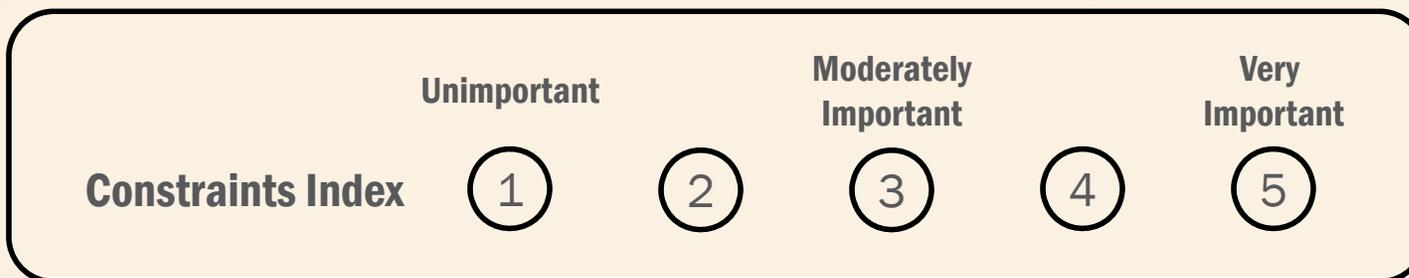
Growth Index



Growth Index - a measure of 2030 population and employment densities and growth in densities

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Constraints Index



Constraints Index – a qualitative measure of physical and environmental constraints that can indicate a magnitude of cost

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Core

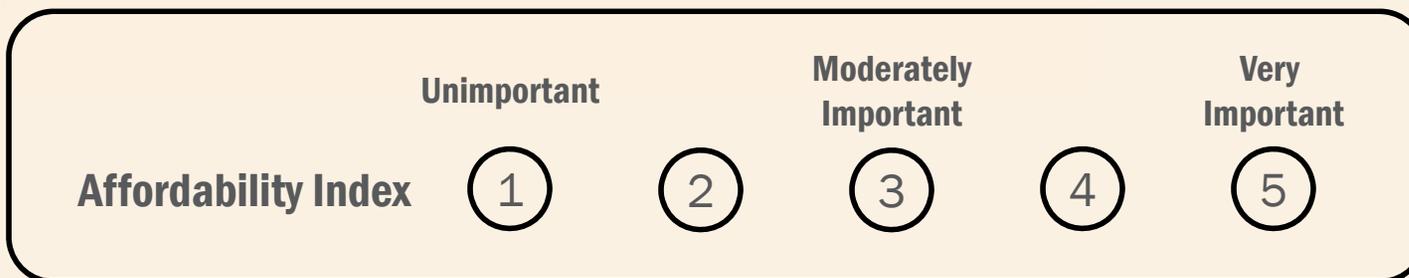
Problem: The economic health of the region's core is at risk – access to the core is critical to the region's continued success.

- Affordability Index – a measure of household transportation costs and transit dependency
- Economic Development Index – a measure of economic growth based on anticipated net increase in jobs, wages, and revenues

| | Unimportant | | Moderately Important | | Very Important |
|-----------------------------------|-------------|---|----------------------|---|----------------|
| Affordability Index | ① | ② | ③ | ④ | ⑤ |
| Economic Development Index | ① | ② | ③ | ④ | ⑤ |

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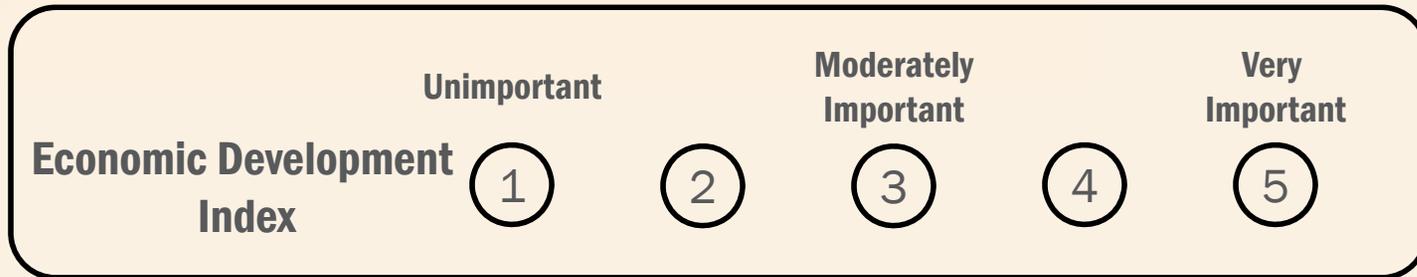
Affordability Index



Affordability Index – a measure of household transportation costs and transit dependency

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Economic Development Index



Economic Development Index
– a measure of economic growth based on anticipated net increase in jobs, wages, and revenues

4

Centers

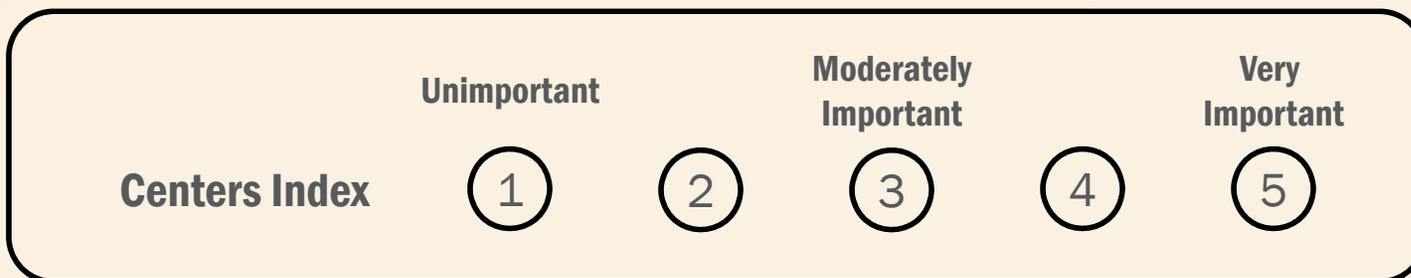
Problem: The Central Corridor lacks multimodal connectivity between activity centers.

- Centers Index – a measure of numbers, type, and size of Imagine Austin Centers and Imagine Austin Corridors
- Consistency Index – a qualitative measure of consistency with local transit supportive plans and policies, as well as regional plans

| | Unimportant | | Moderately Important | | Very Important |
|--------------------------|-------------|---|----------------------|---|----------------|
| Centers Index | ① | ② | ③ | ④ | ⑤ |
| Consistency Index | ① | ② | ③ | ④ | ⑤ |

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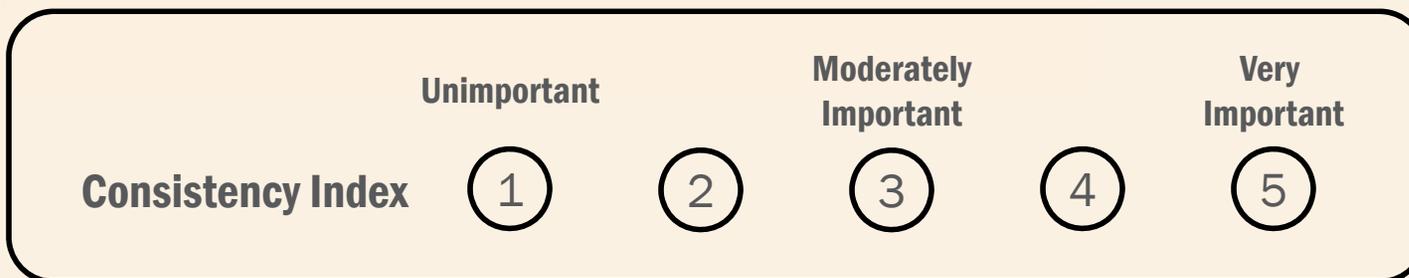
Centers Index



Centers Index – a measure of numbers, type, and size of Imagine Austin Centers and Imagine Austin Corridors

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Economic Development Index



Consistency Index – a qualitative measure of consistency with local transit supportive plans and policies, as well as regional plans

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Connectivity

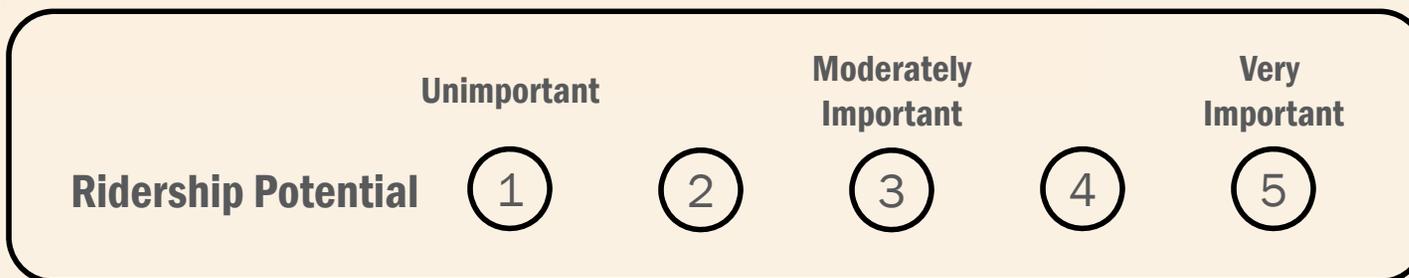
Problem: Existing and planned regional transit investments converge on the Central Corridor without adequate system integration

- Ridership Potential – a measure of transit orientation based on household, employment and retail employment densities
- Connectivity Index – a measure of existing and planned high capacity investments, and available bus route miles
- Transit Demand Index – a measure of transit dependent populations’ access to transit (zero-car households, population below poverty level, and populations over 65) and existing ridership

| | Unimportant | | Moderately Important | | Very Important |
|----------------------------|-------------|---|----------------------|---|----------------|
| Ridership Potential | ① | ② | ③ | ④ | ⑤ |
| Connectivity Index | ① | ② | ③ | ④ | ⑤ |
| Accessibility Index | ① | ② | ③ | ④ | ⑤ |

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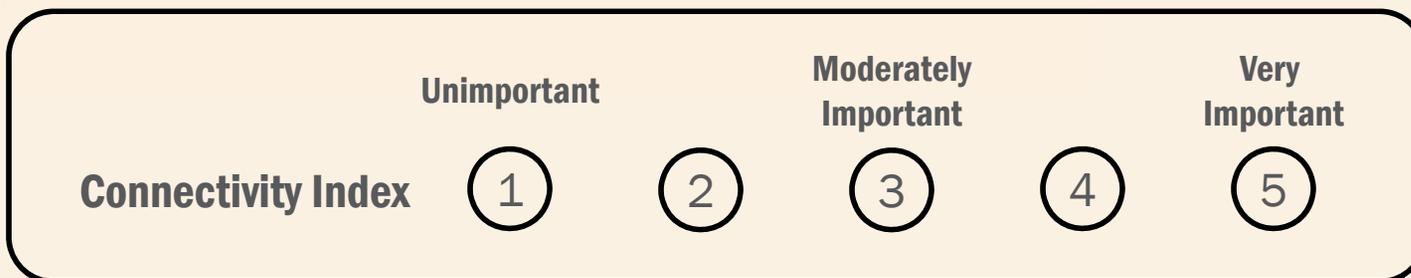
Ridership Potential



Ridership Potential – a measure of transit orientation based on household, employment and retail employment densities

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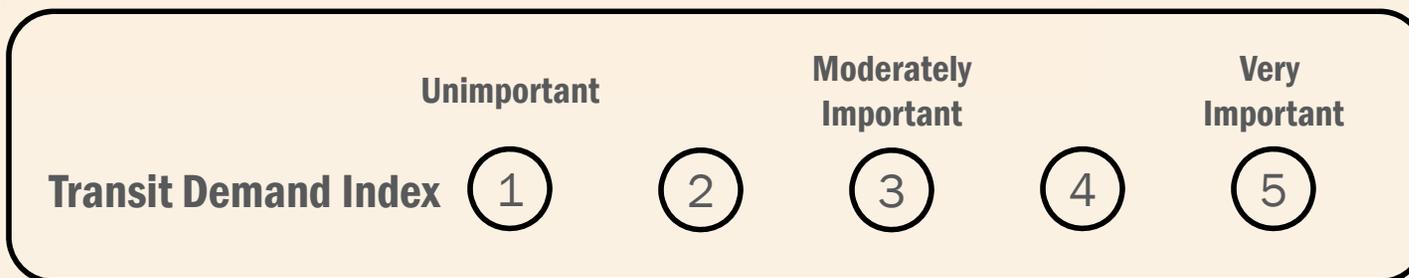
Connectivity Index



Connectivity Index – a measure of existing and planned high capacity investments, and available bus route miles

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Transit Demand Index



Transit Demand Index – a measure of transit dependent populations’ access to transit (zero-car households, population below poverty level, and populations over 65) and existing ridership

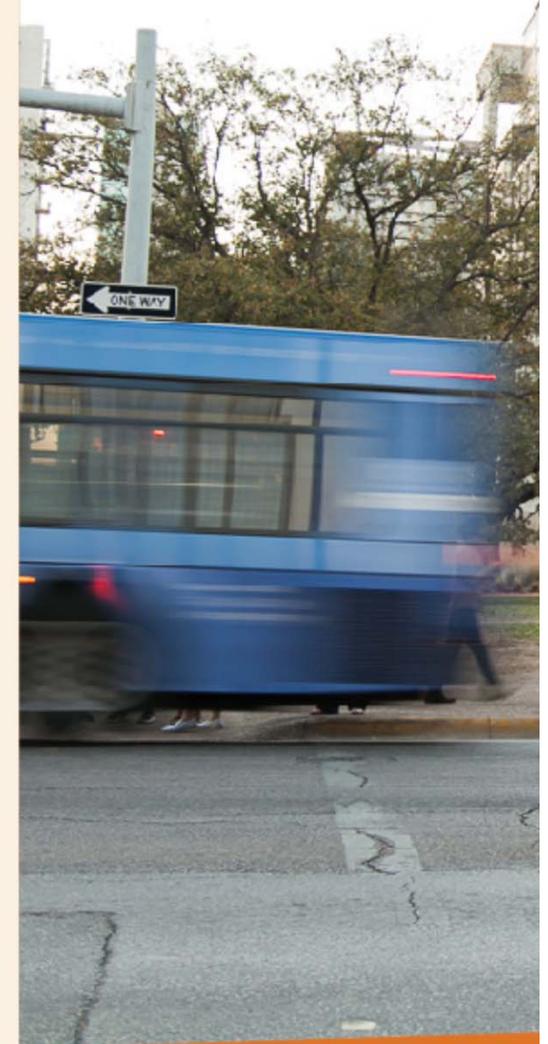
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Continue Step 3 - Evaluation Data

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Data Comparison

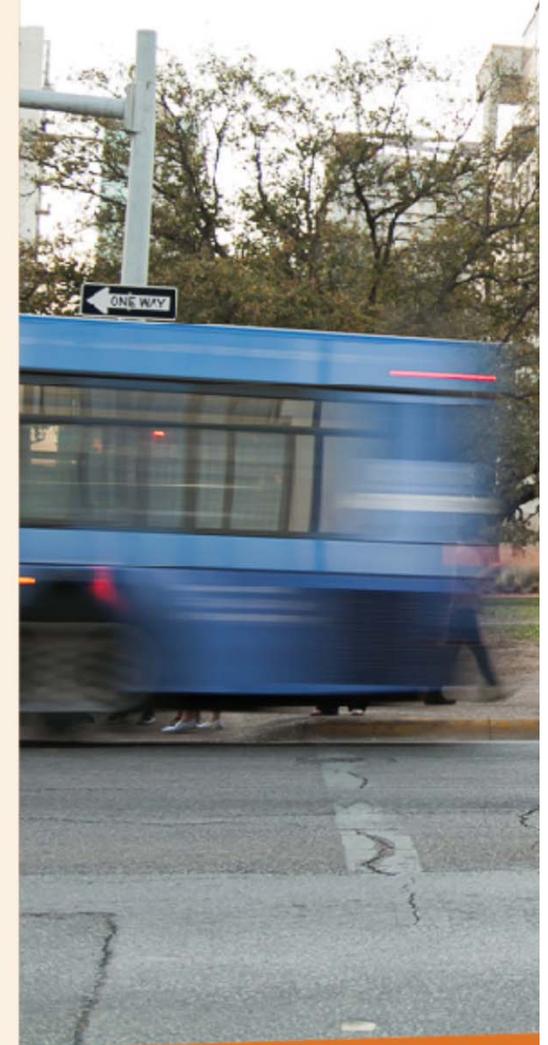
- Data matrix handout
 - Economic Development Data forthcoming
- Graphic illustrations from CCAG#4
 - Population Density (2010 & 2030)
 - Employment Density (2010 & 2030)
 - Congestion (2010 & 2035)



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Data Comparison

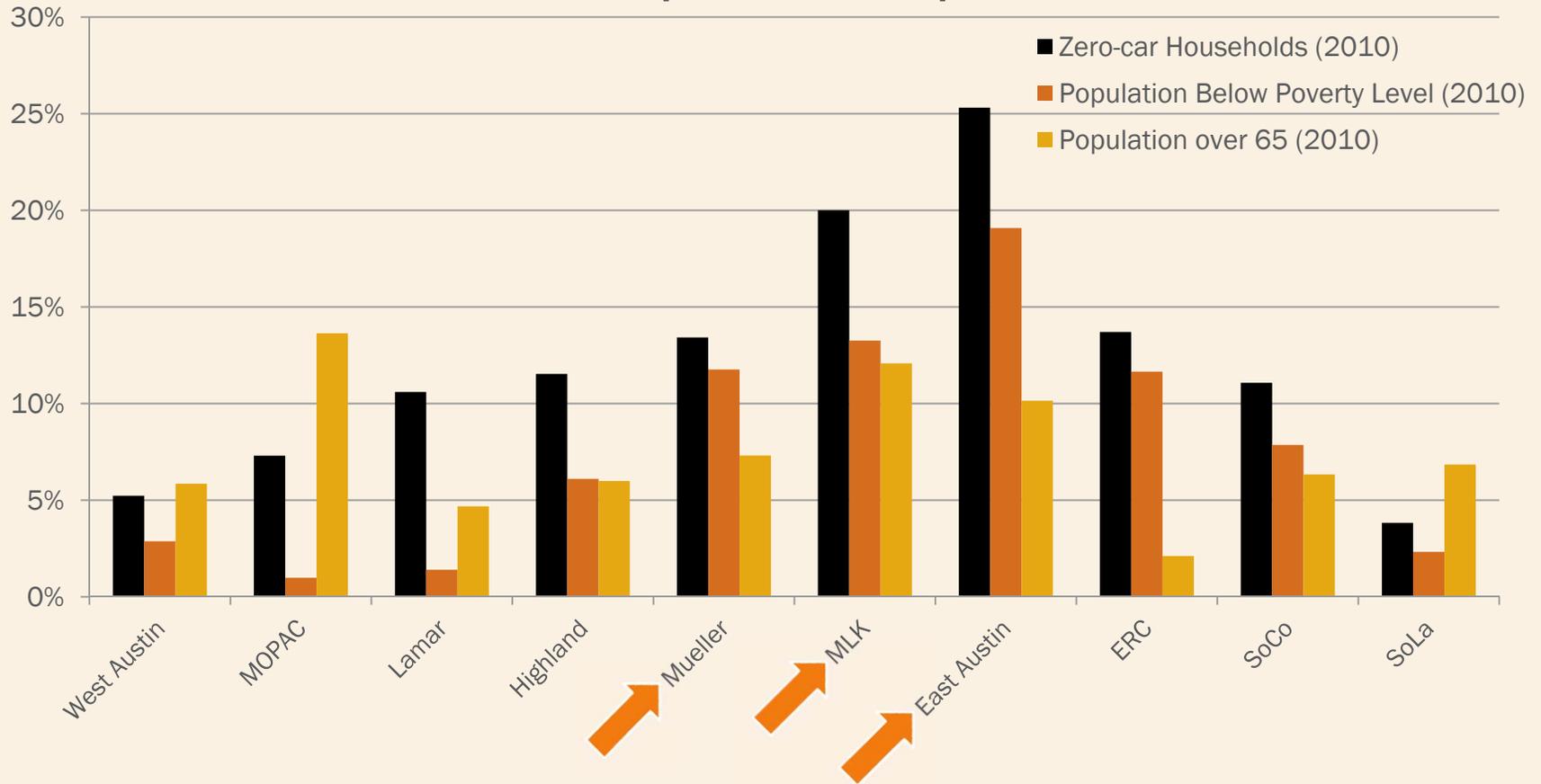
- Today's Illustrations
 - Transit Dependent Populations (2010)
 - Percent Area Imagine Austin Centers
 - Percent Miles Imagine Austin Corridors
 - Average Daily Bus Boardings (2013)
 - Potential Ridership vs. Current Ridership
- Additional Illustrations in Packet
 - Population and Employment Density Growth (2010 to 2030)
 - Congested Lane Miles and Percent Congested Lane Miles(2010 & 2030)
 - Total Hours of Delay (2010 and 2030)
 - Work and All Trips to Core (2010)
 - Work and All Trips within each Sub-Corridor (2010)
 - Total Households and Percent Affordable Housing (2010)



4

Evaluate Sub-Corridors: Core

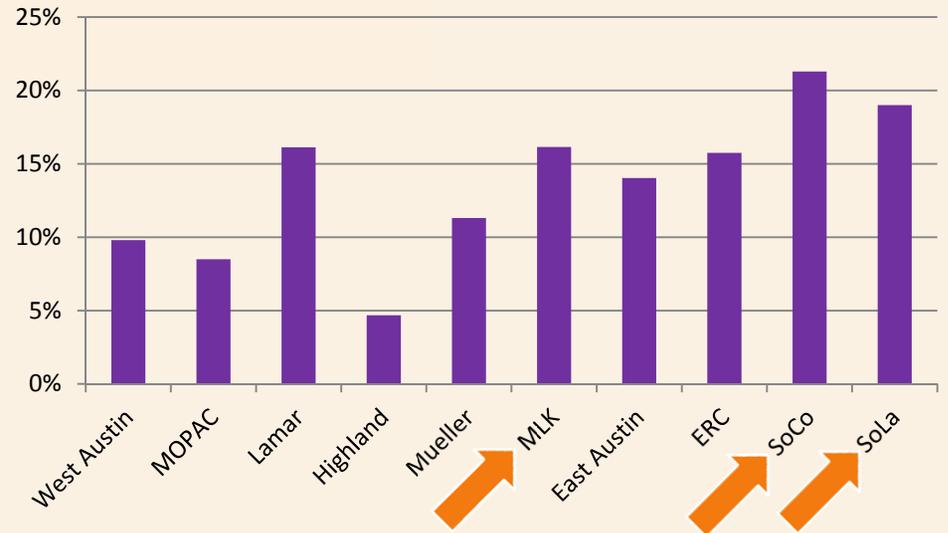
Transit Dependent Populations



4

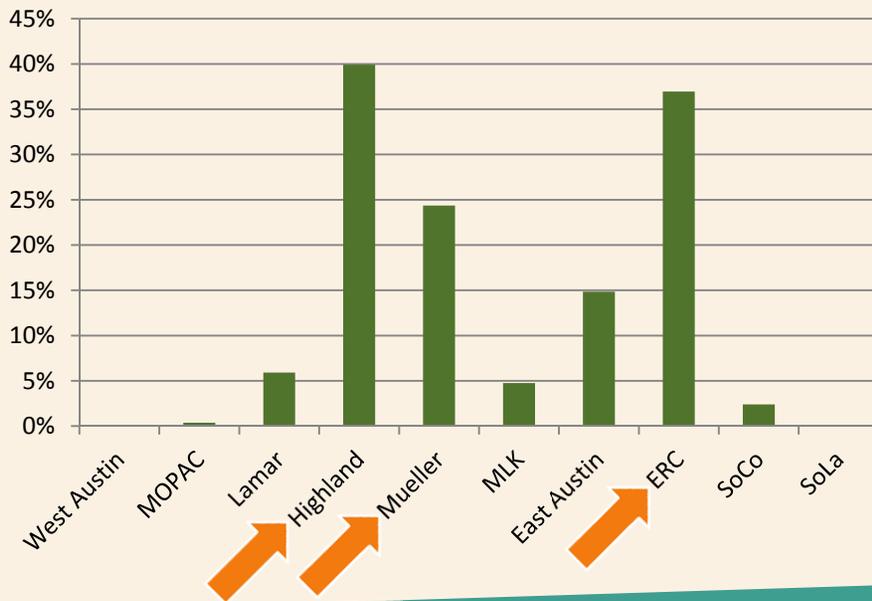
Evaluate Sub-Corridors: Centers

% Length of Imagine Austin Corridors*



*% total of roadway miles

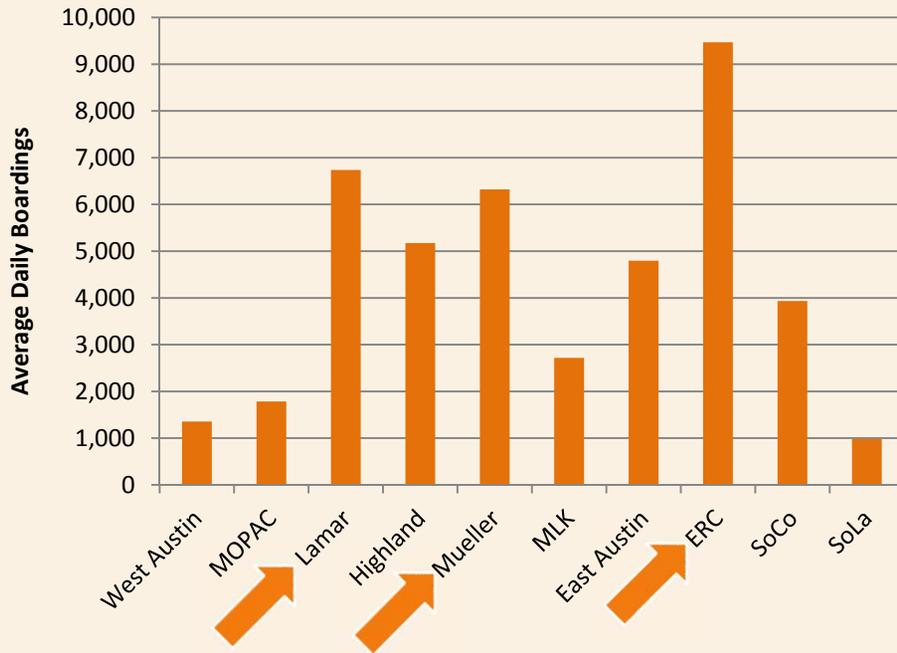
% Area of Imagine Austin Centers



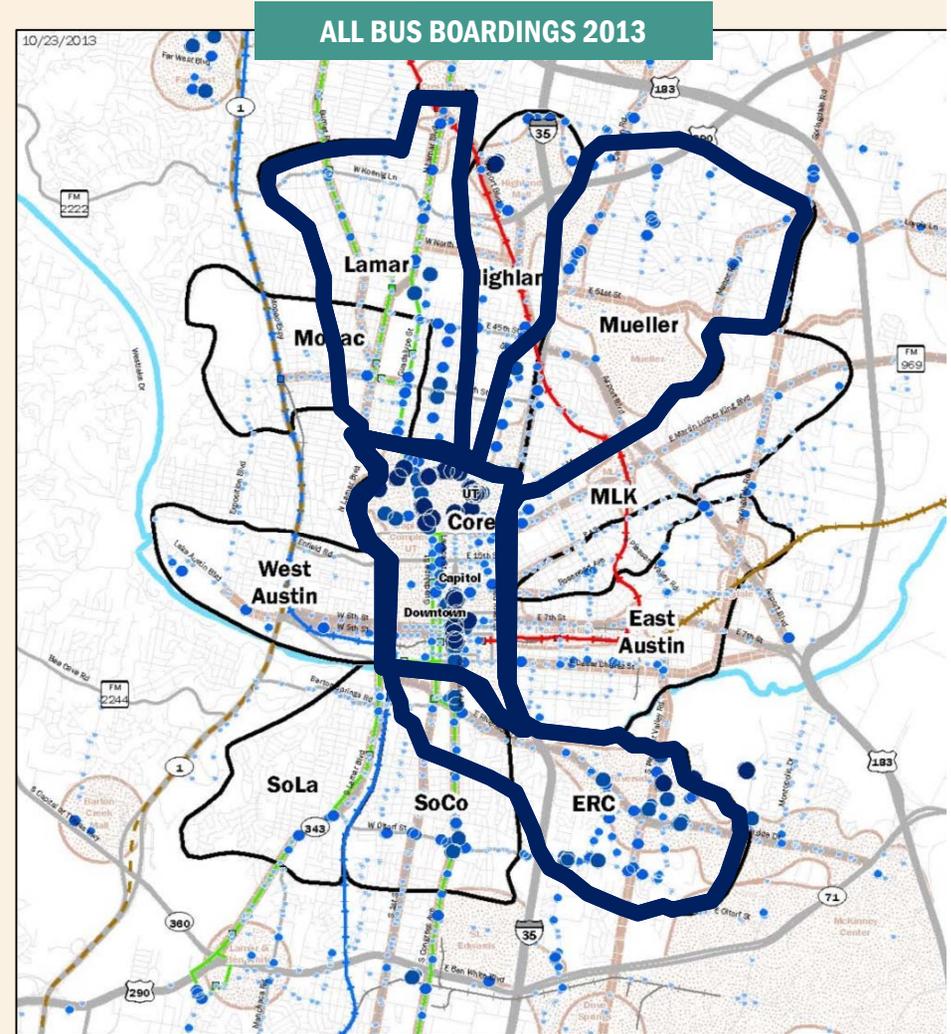
4

Evaluate Sub-Corridors: System

Average Daily Bus Boardings 2013*



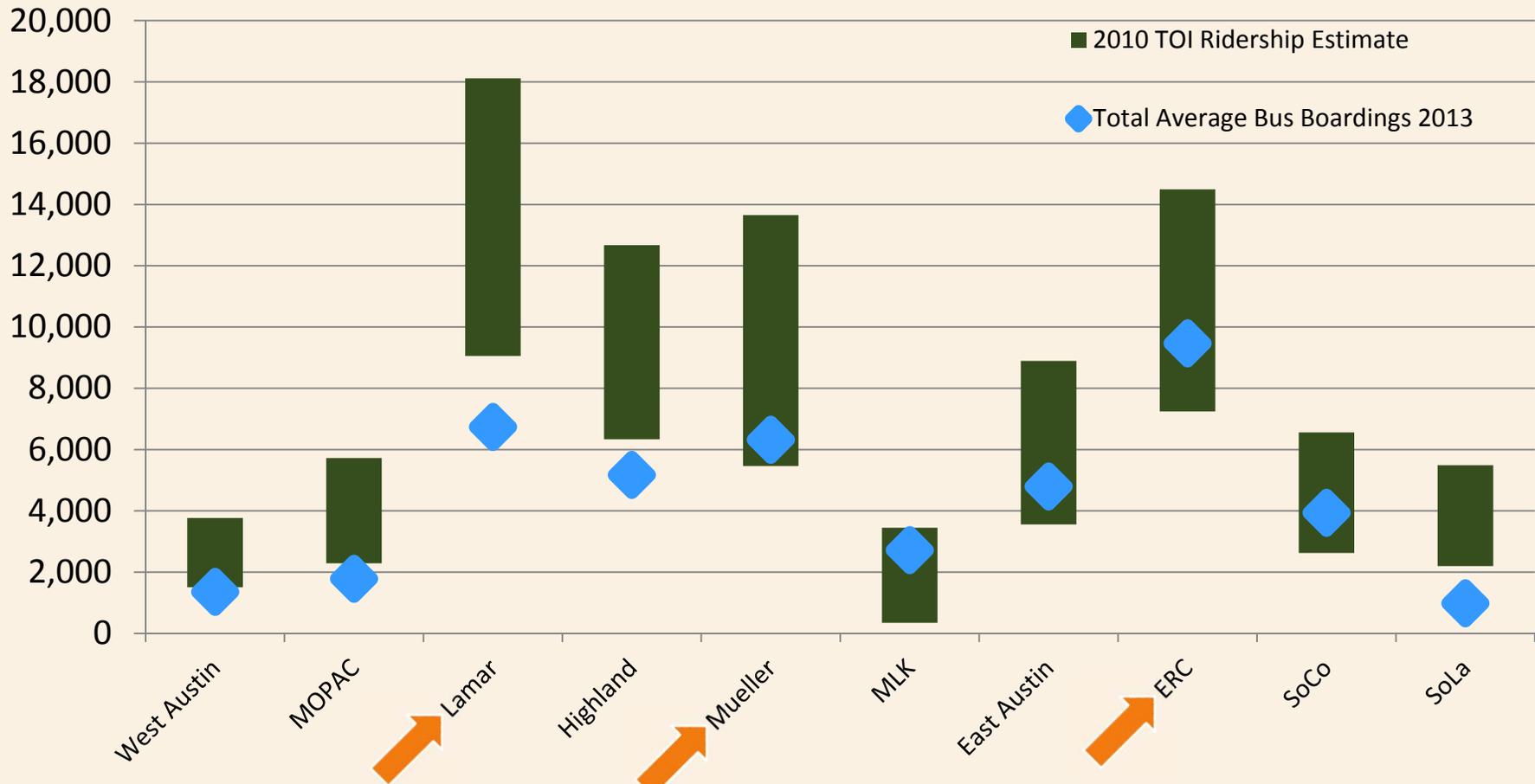
*The core has average daily bus boardings exceeding 45,000 and is not shown on this graph



4

Evaluate Sub-Corridors: System

Ridership Potential* vs. Current Ridership

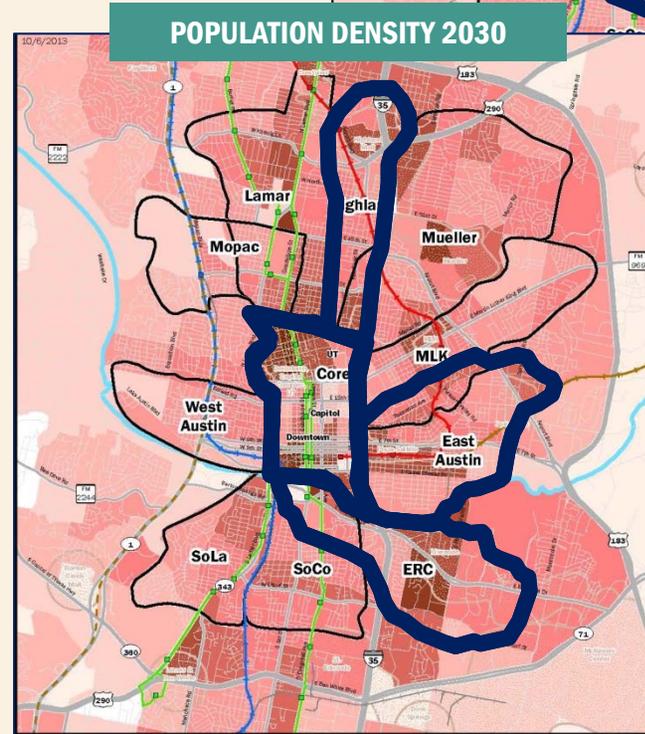
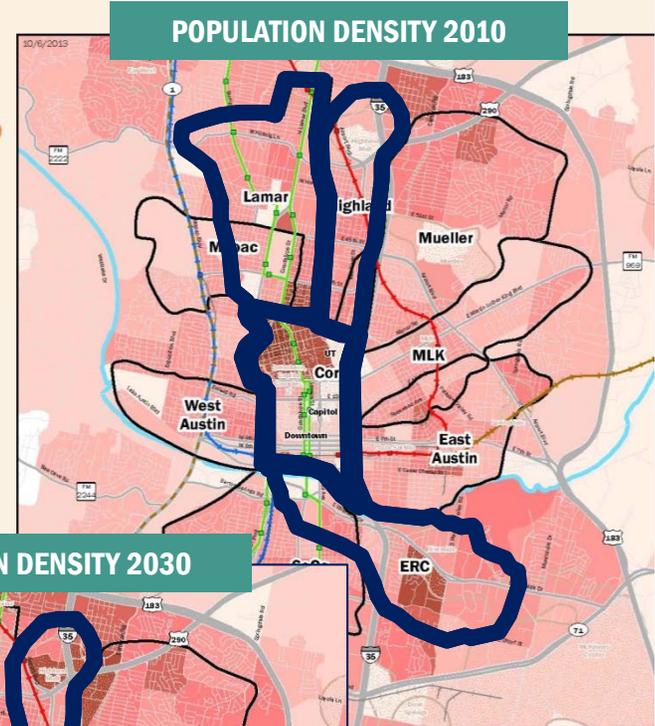
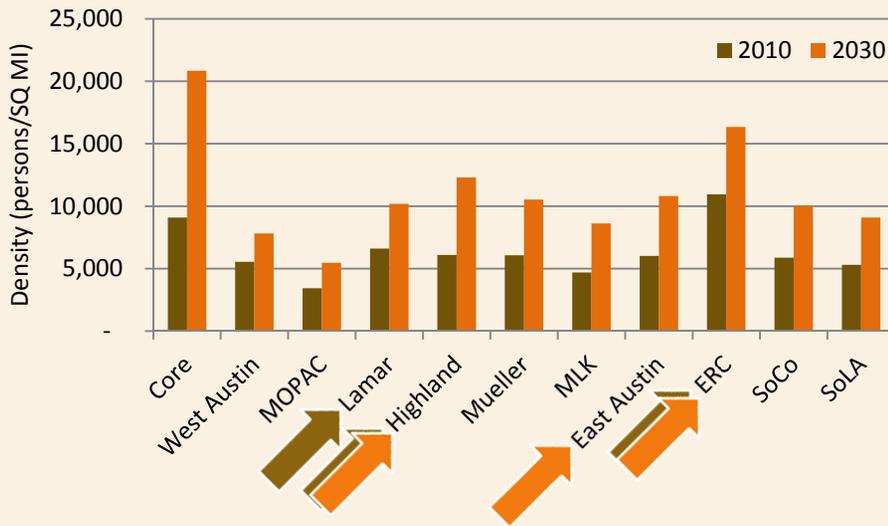


*Transit Orientation Index is a factor of Household, Employment and Retail Employment Densities

4

Evaluate Sub-Corridors: Constraints & Growth

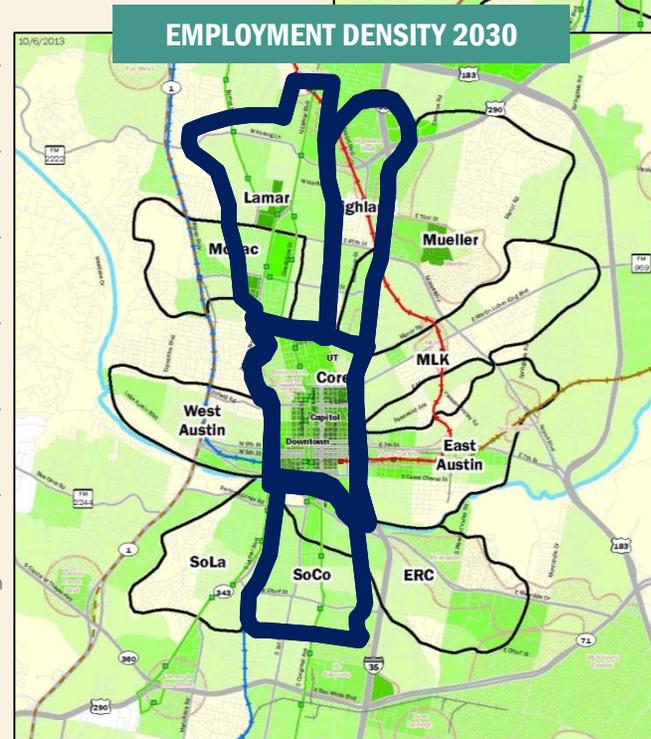
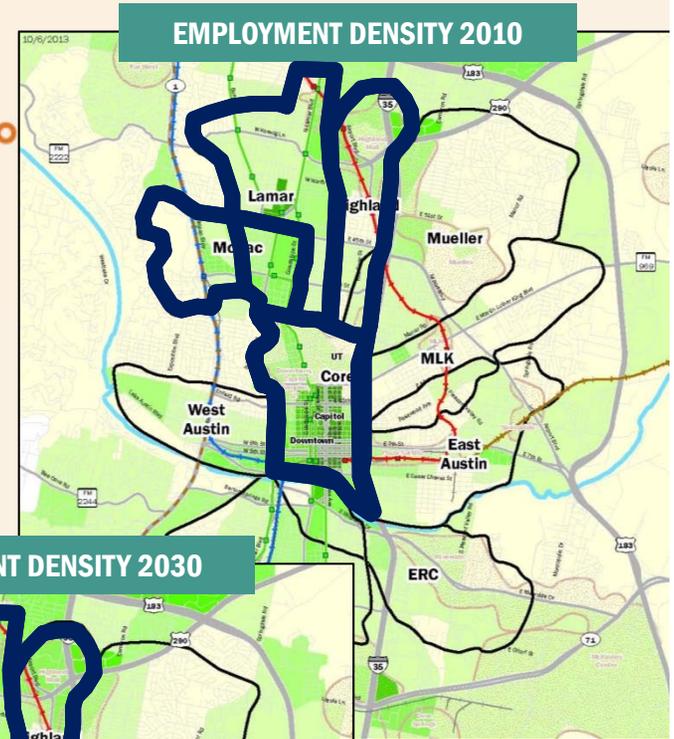
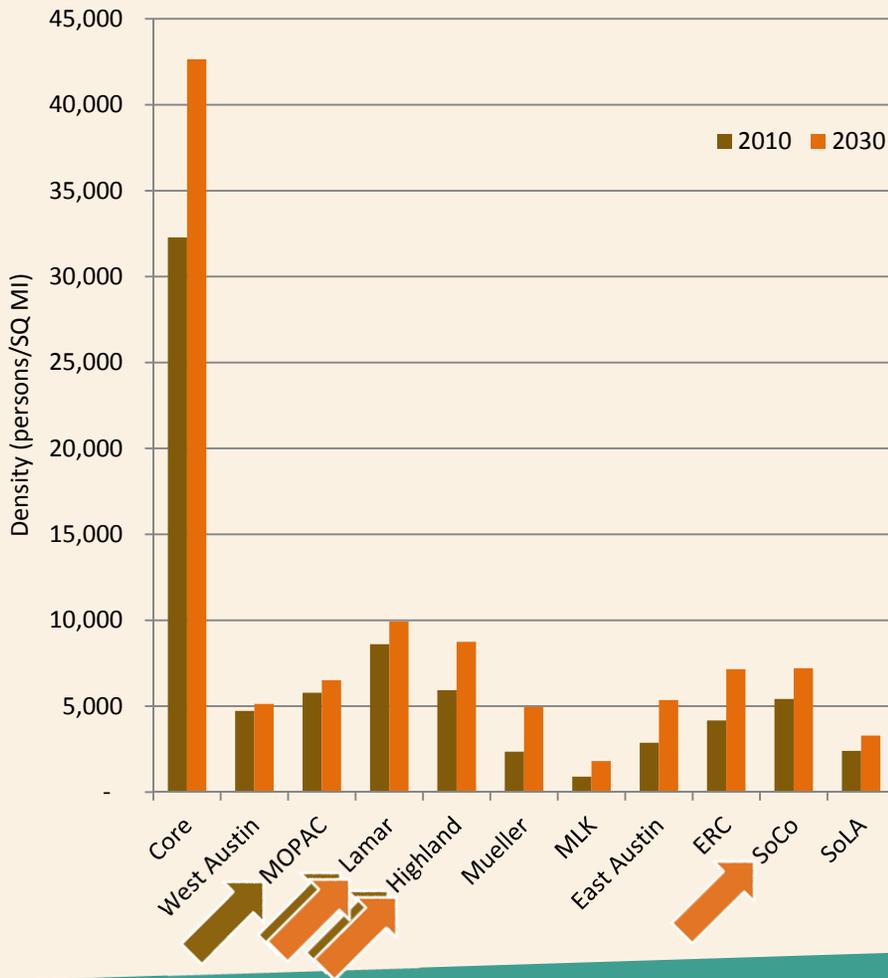
Population Density



4

Evaluate Sub-Corridors: Constraints & Growth

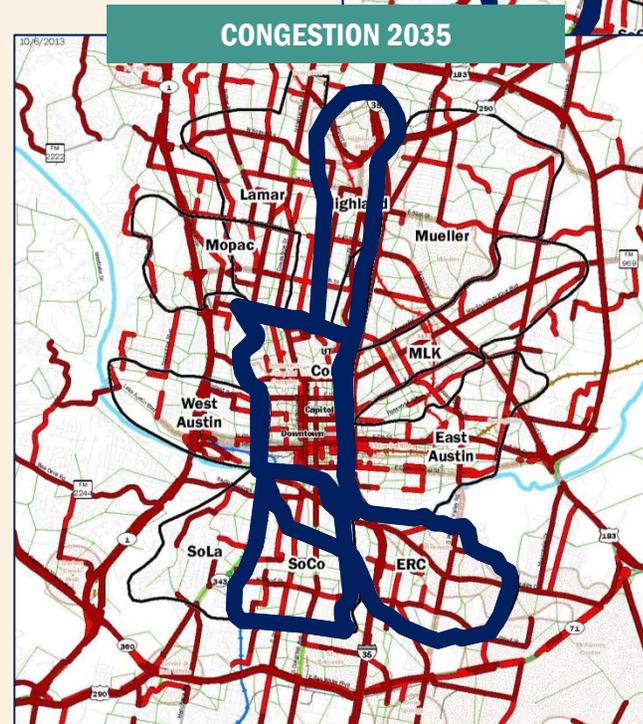
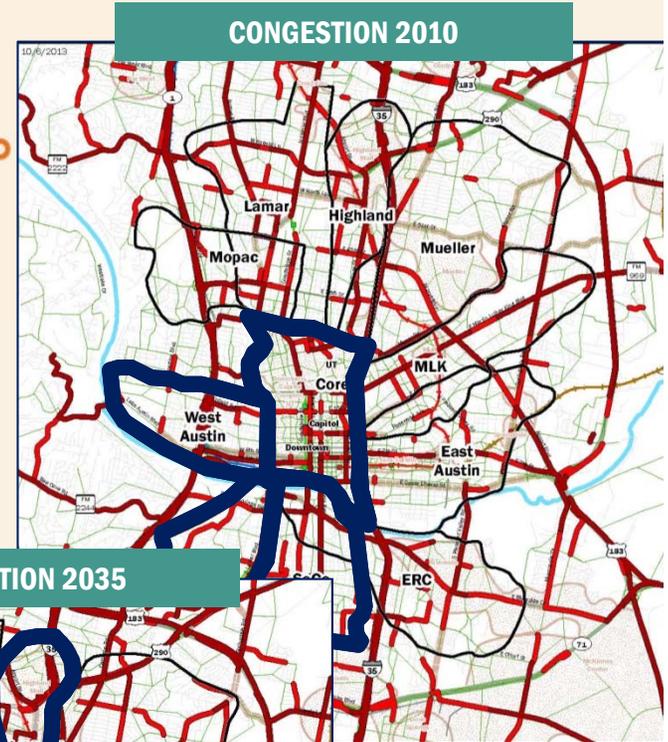
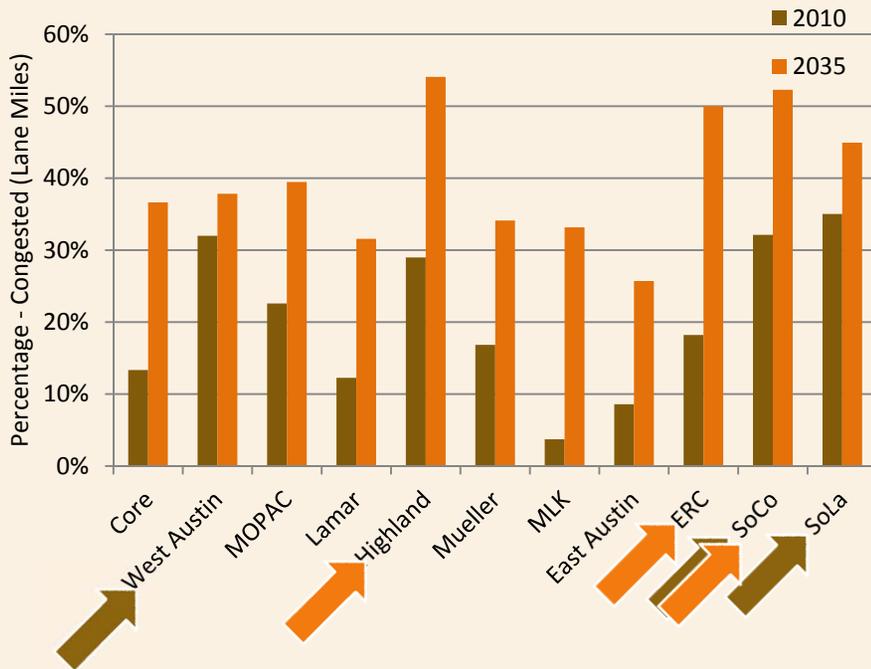
Employment Density



4

Evaluate Sub-Corridors: Congestion

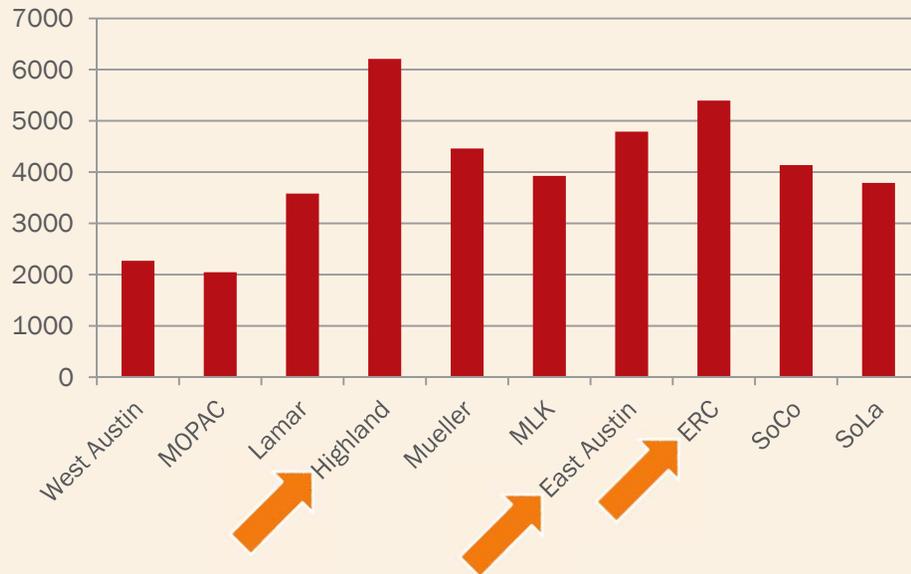
Total Congestion



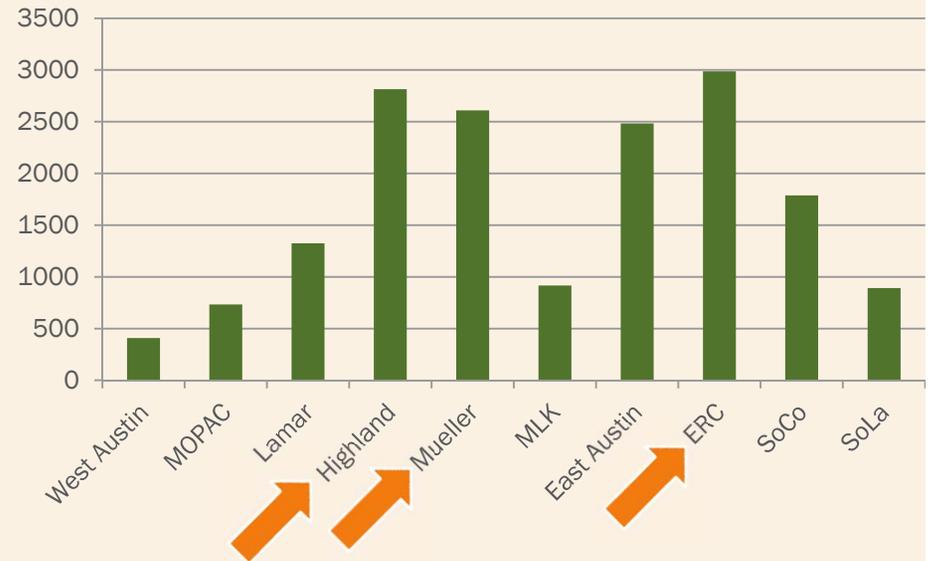
4

Evaluate Sub-Corridors: Constraints & Growth

Population Density Growth
(2010 to 2030)



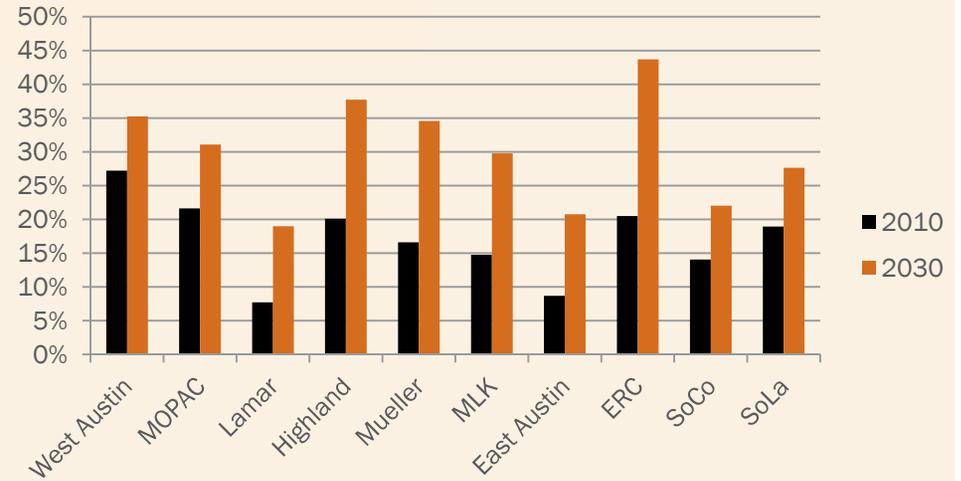
Employment Density Growth
(2010 to 2030)



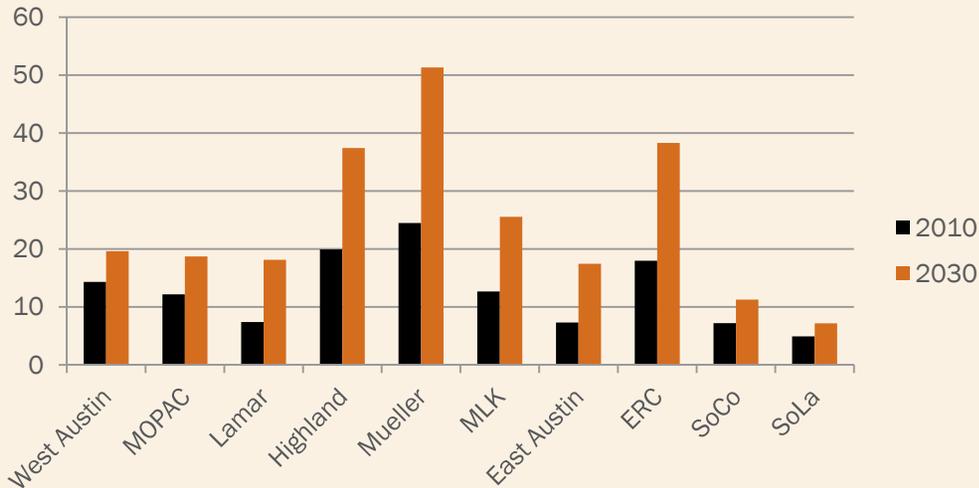
4

Evaluate Sub-Corridors: Congestion

% Lane Miles of Congestion



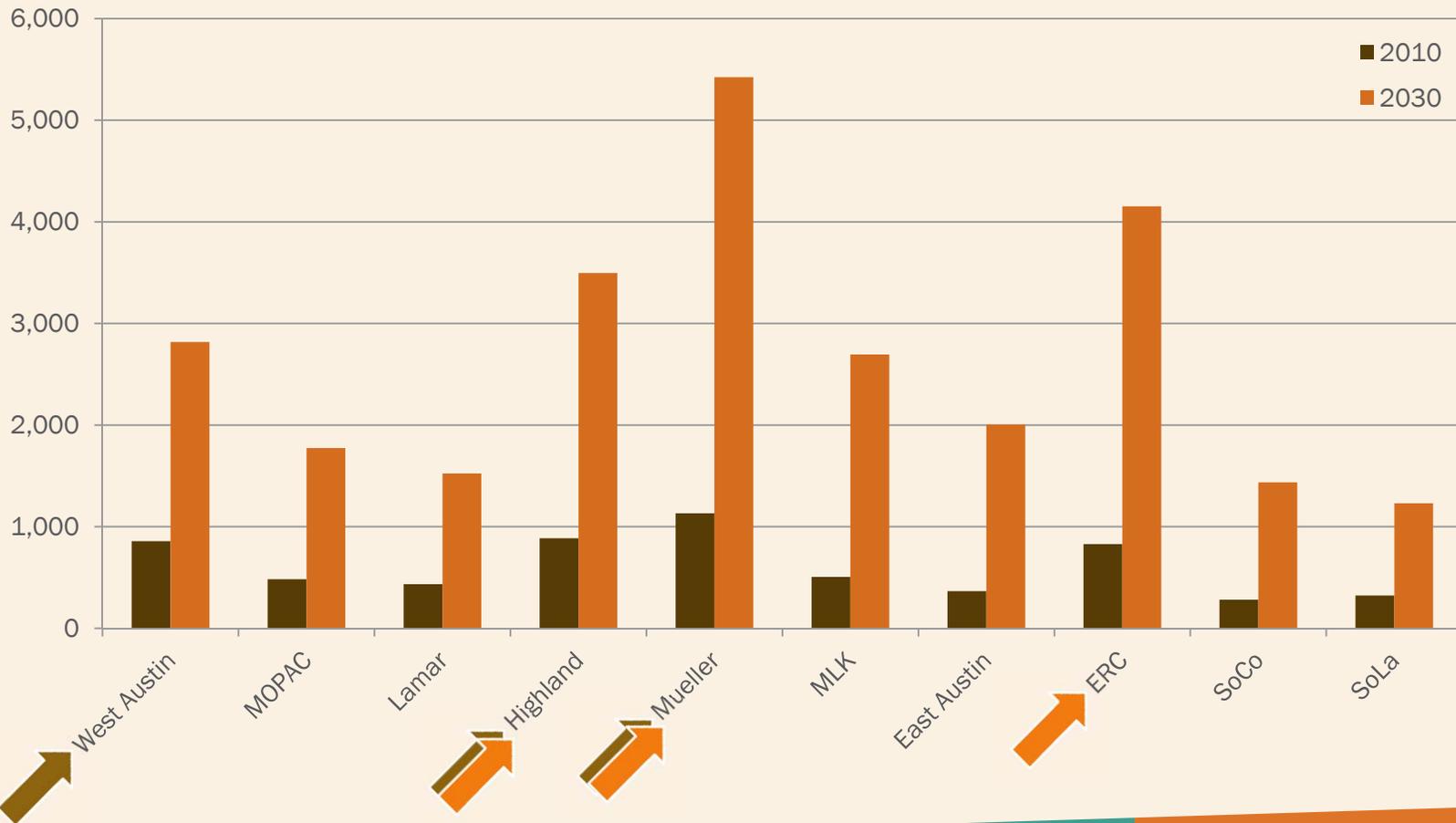
Congested Lane Miles



4

Evaluate Sub-Corridors: Congestion

Total Hours of Delay

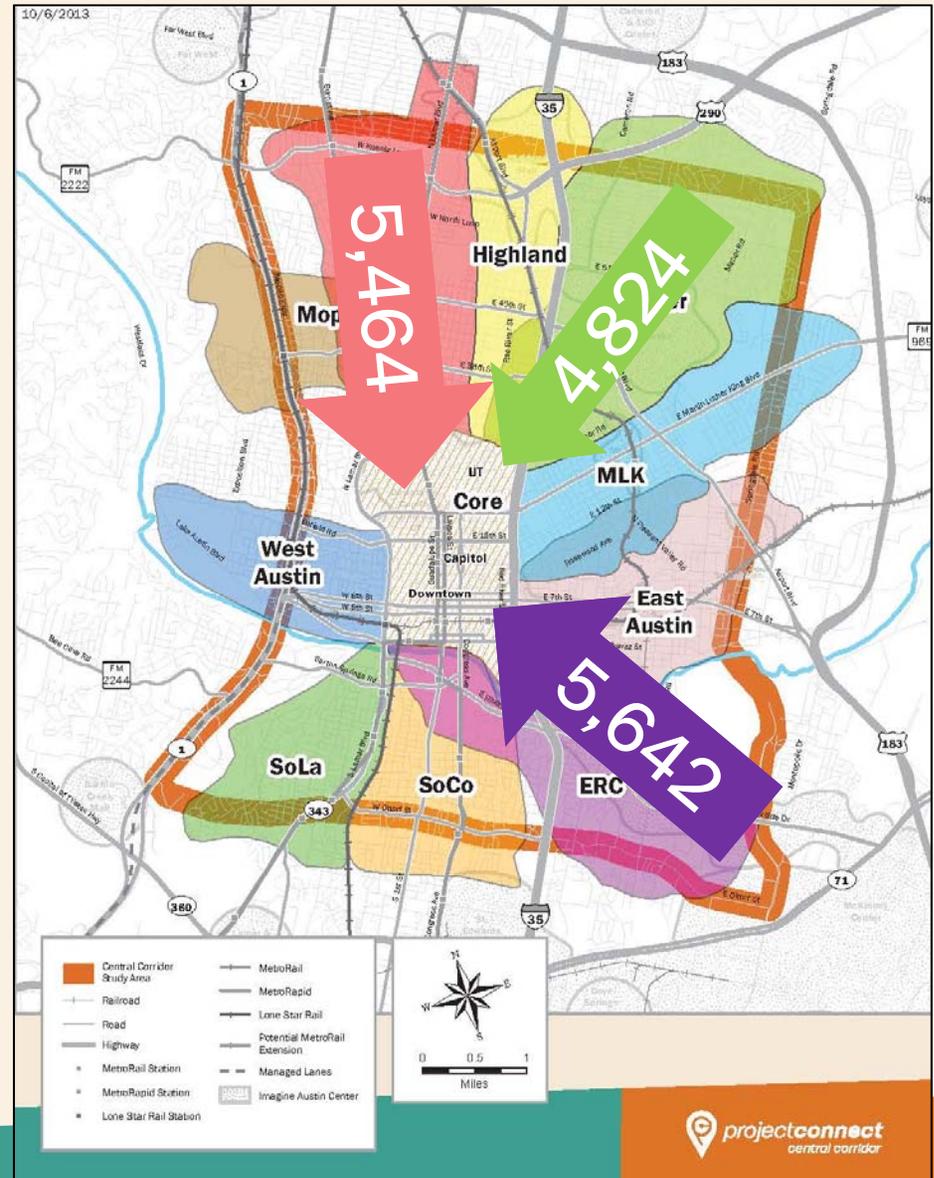


4

Evaluate Sub-Corridors: Congestion

- Work trips to the core per sub-corridor (2010)

| | |
|----------------|-------|
| 1. ERC | 5,642 |
| 2. Lamar | 5,464 |
| 3. Mueller | 4,824 |
| 4. SoCo | 4,127 |
| 5. East Austin | 3,787 |
| 6. SoLa | 3,561 |
| 7. West Austin | 3,168 |
| 8. Highland | 3,039 |
| 9. MOPAC | 2,113 |
| 10. MLK | 2,676 |

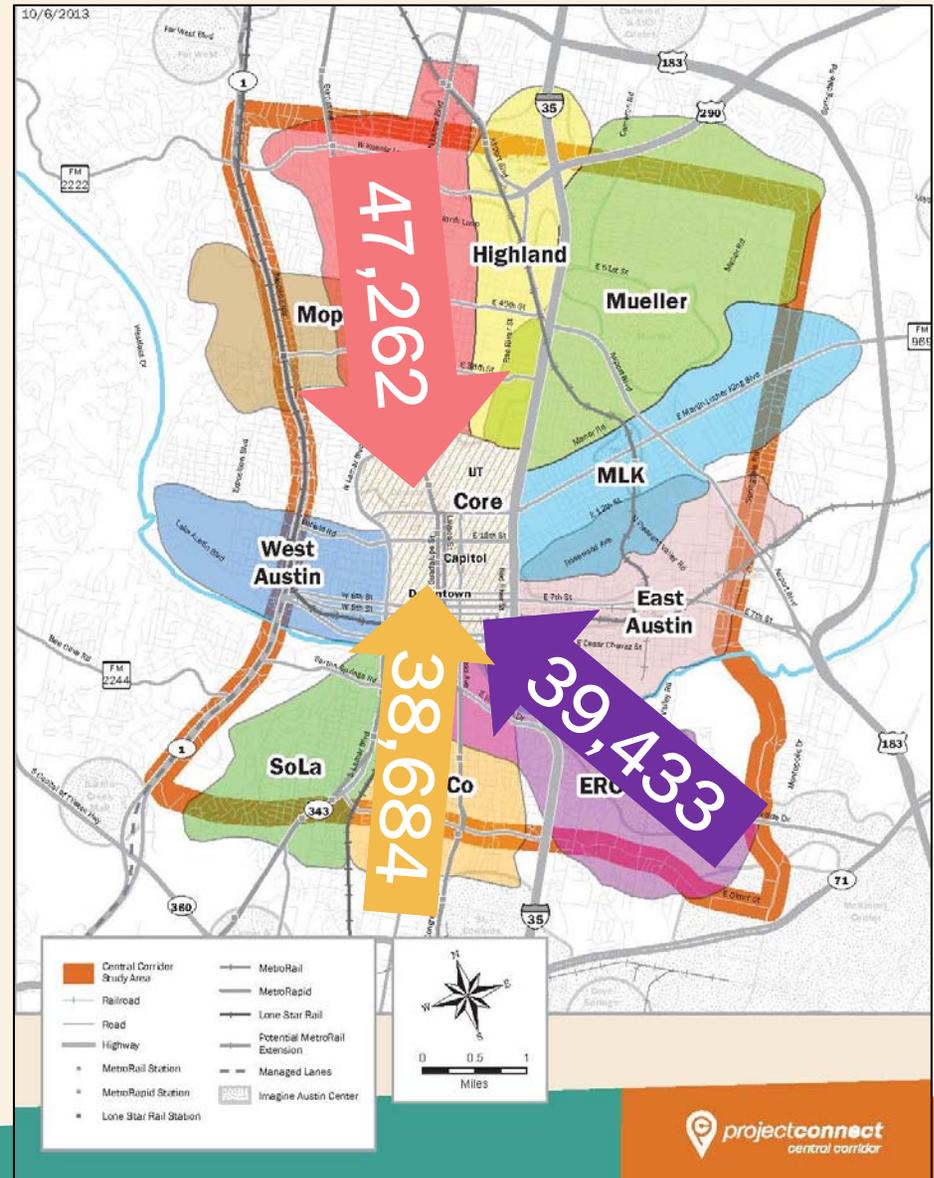


4

Evaluate Sub-Corridors: Congestion

- ALL Trips to the core per sub-corridor (2010)

| | |
|----------------|--------|
| 1. Lamar | 47,262 |
| 2. ERC | 39,433 |
| 3. SoCo | 38,684 |
| 4. Mueller | 37,002 |
| 5. Highland | 30,160 |
| 6. East Austin | 29,270 |
| 7. West Austin | 25,323 |
| 8. SoLa | 24,476 |
| 9. MOPAC | 23,694 |
| 10. MLK | 16,048 |

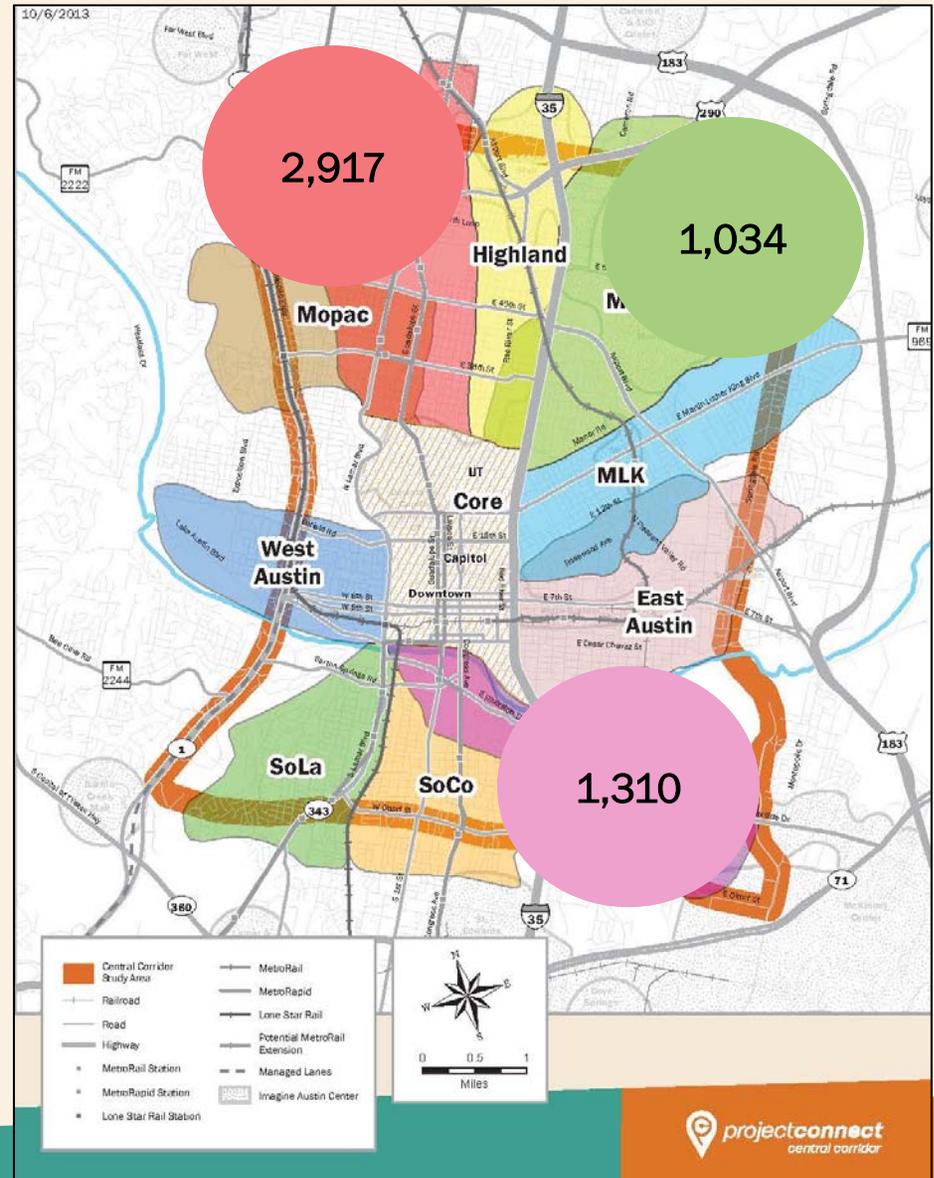


4

Evaluate Sub-Corridors: Congestion

- Work Trips within sub-corridors (2010)

| | |
|----------------|-------|
| 1. Lamar | 2,917 |
| 2. ERC | 1,310 |
| 3. Mueller | 1,034 |
| 4. SoCo | 989 |
| 5. Highland | 893 |
| 6. East Austin | 573 |
| 7. SoLa | 534 |
| 8. MOPAC | 459 |
| 9. West Austin | 391 |
| 10. MLK | 151 |

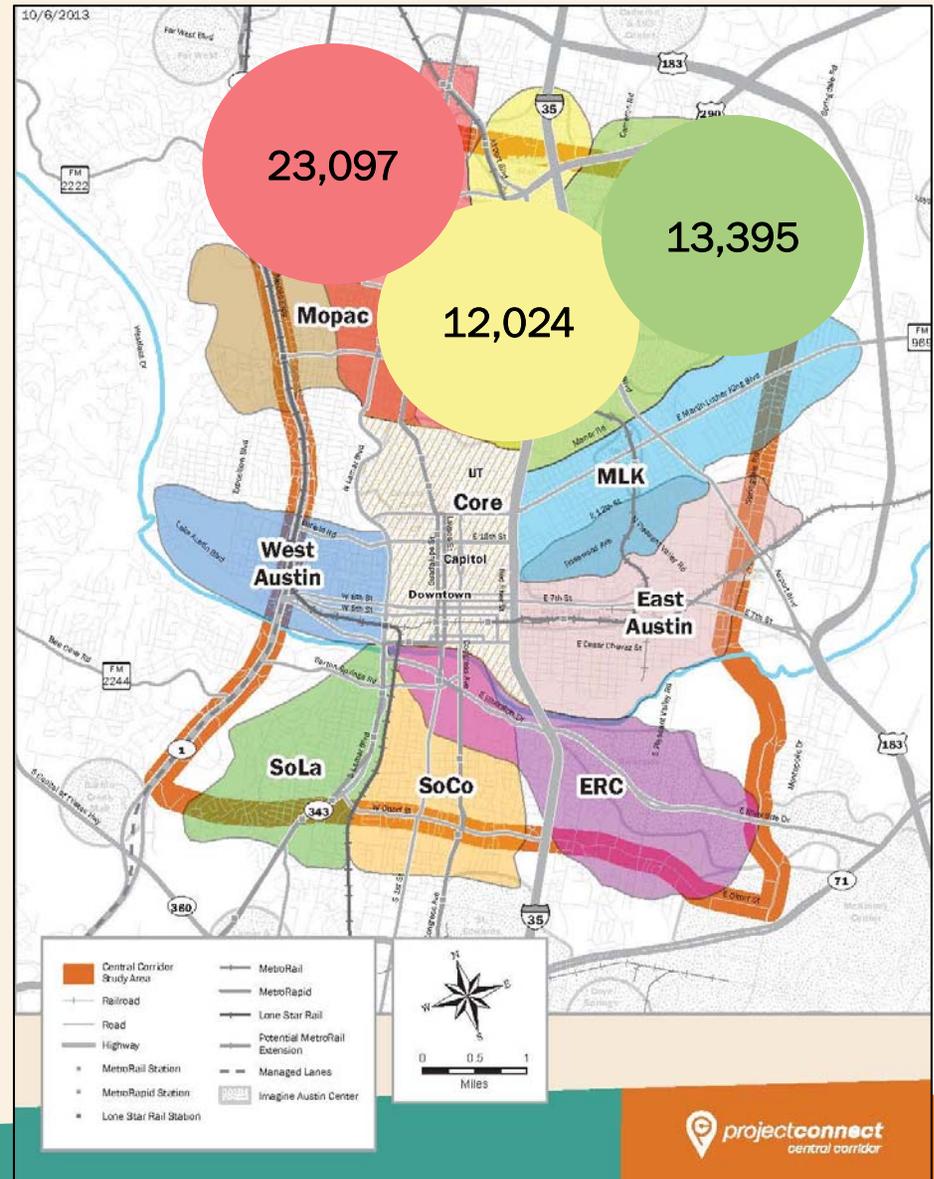


4

Evaluate Sub-Corridors: Congestion

- ALL Trips within sub-corridors (2010)

| | |
|----------------|--------|
| 1. Lamar | 23,097 |
| 2. Mueller | 13,395 |
| 3. Highland | 12,024 |
| 4. SoCo | 10,797 |
| 5. ERC | 9,151 |
| 6. East Austin | 7,926 |
| 7. SoLa | 6,455 |
| 8. West Austin | 4,590 |
| 9. MOPAC | 4,441 |
| 10. MLK | 2,503 |



4

Evaluate Sub-Corridors:

Core

1. East Austin

Total Households
7,094

Affordable Housing Units
1,753

25% Affordable Housing

2. MLK

Total Households
5,484

Affordable Housing Units
1,119

20% Affordable Housing

3. ERC

Total Households
14,796

Affordable Housing Units
2,002

14% Affordable Housing

4

Rank the Problems

Now that you ranked the importance of the evaluation factors, please rank the relative importance of each of the Central Corridor problems from 1 to 5, with 5 being the most important.

A. Congestion/Reliability

B. Constraints and Growth

C. Regional Core Economic Health

D. Strong Centers

E. System Connectivity

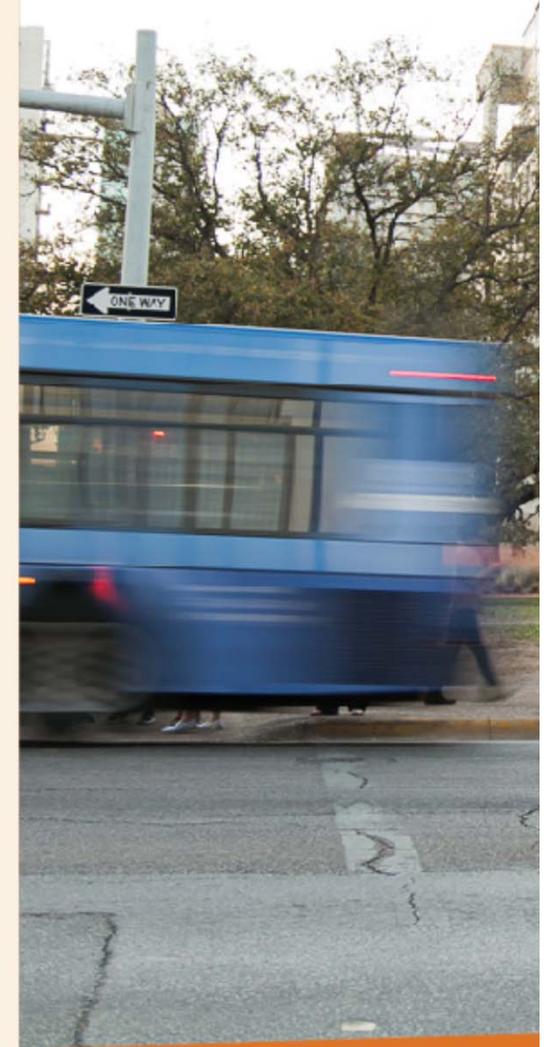
6

Upcoming Activities

6

Upcoming Activities

- Analyze, compare and contrast
- Finalize evaluation matrix
- Staff recommendation
- Begin priority sub-corridor selection



6

The Road to the Priority Sub-Corridor

CCAG Meetings

- November 1
 - Present Data (2 of 2)
 - Evaluation Process
 - *Public Comment*
- November 15
 - Evaluation Results
 - Project Team Recommendations
 - *Public Comment*
- December 6
 - *Public Comment*
 - CCAG Selection

Board & Council Briefings

- December 11
 - Capital Metro Board
- December 12
 - Austin City Council
- TBD
 - Lone Star Board

7

Citizen Communication

8

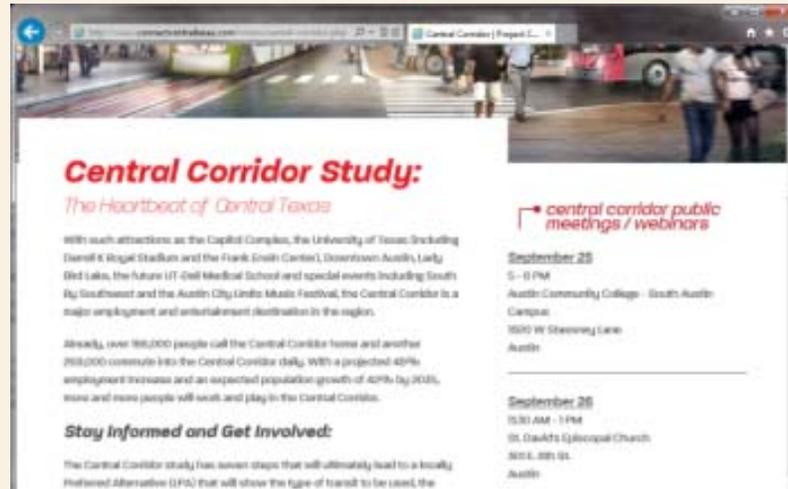
**Next Meeting
November 15**

8

More Information

Project Connect & Central Corridor HCT Study

projectconnect.com



THANK YOU



*project***connect**
central corridor